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Baltimore. Ordinances, etc.

ORDINANCES AND RESOLUTIONS

OF THE

MAYOR AND CITY COUNCIL

OF BALTIMORE

PASSED AT THE ANNUAL SESSION, 1928 - 1929

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ORDINANCES

PASSED AT THE ANNUAL SESSION

1928-1929.

No. 418.

An ordinance granting permission to Leonard Walters to erect an individual metal garage in the rear of his premises 7 N. Streeper street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Leonard Walters to erect an individual metal garage 10 ft. wide and 14 ft. long in the rear of his premises 7 N. Streeper Street; the said garage to be within 3 ft. of a frame structure and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 25, 1928.

WM. F. BROENING, *Mayor.*

No. 419.

An ordinance granting permission to Stephen Jendrusiak to erect an individual metal garage in the rear of his premises 3811 Fait avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be

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and the same is hereby granted to Stephen Jendrusiak to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises 3811 Fait avenue; the said garage to be within 5 ft. of a frame structure and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 25, 1928.

WM. F. BROENING, *Mayor.*

No. 420.

An ordinance granting permission to John H. Bogg to erect an individual metal garage in the rear of his premises 207 Wyman avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to John H. Bogg to erect an individual metal garage 7 ft. 6 in. wide and 14 ft. long in the rear of his premises 207 Wyman avenue; the said garage to be within 2 ft. 6 in. of a frame structure and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 25, 1928.

WM. F. BROENING, *Mayor.*

No. 421.

An ordinance to condemn, widen and grade Maryland Avenue along the east side thereof from the north side of North Avenue to the south side of Twentieth Street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-seventh day of February, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, widen and grade Maryland Avenue along the east side thereof from the north side of North Avenue to the south side of Twentieth Street, the land hereby directed to be condemned for said widening being described as follows:

Beginning for the same at a point formed by the intersection of the north side of North Avenue, as now laid out, and the east side of Maryland Avenue, as now laid out 66 feet wide; and running thence binding on the east side of said Maryland Avenue northerly 303.38 feet to intersect the south side of Twentieth Street, as now laid out 66 feet wide; thence binding on the south side of said Twentieth Street easterly 9.31 feet; thence by a straight line southerly 303.38 feet to intersect the north side of said North Avenue at the distance of 9.55 feet easterly from the said point of beginning; and thence reversing said line so drawn and binding thereon westerly 9.55 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-seventh day of February in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 28, 1928.

WM. F. BROENING, *Mayor.*

No. 422.

An ordinance to condemn, open and grade McCurley Street, 40 feet wide, from the north side of Frederick Road to the southwest side of Old Frederick Road, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-seventh day of February, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade McCurley Street with a width of 40 feet from the north side of Frederick Road to the southwest side of Old Frederick Road, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the north side of Frederick Road, as now laid out, at the distance of 503.83 feet westerly from the point formed by the intersection of the north side of said Frederick Road and the west side of Hilton Street, as now laid out; the co-ordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 16520.34 feet and South 5907.37 feet: and running thence North 11°-34′-20″ East 230.86 feet to intersect the southwest side of Old Frederick Road, as now laid out; thence northwesterly binding on the southwest side of said Old Frederick Road 42.96 feet to intersect a line drawn parallel with and distant 40 feet westerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon South 11°-34′-20″ East 246.84 feet to intersect the north side of said Frederick Road; and thence binding on the north side of said Frederick Road South 78°-54′-00″ East 40 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-

seventh day of February in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 28, 1928.

WM. F. BROENING, *Mayor.*

No. 423.

An ordinance granting permission to Jos. Vlach to erect an individual metal garage in the rear of his premises 2622 E. Ashland avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Jos. Vlach to erect an individual metal garage 8½ ft. wide and 14 ft. long in the rear of his premises 2622 E. Ashland avenue; the said garage to be within

2 ft. of a brick building and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 28, 1928.

WM. F. BROENING, *Mayor.*

No. 424.

An ordinance granting permission to Madeline Runge to erect an individual metal garage in the rear of her premises 3015 Poplar Terrace.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Madeline Runge to erect an individual metal garage 10 ft. wide and 20 ft. long in the rear of her premises 3015 Poplar Terrace; the said garage to be within 2 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 28, 1928.

WM. F. BROENING, *Mayor.*

No. 425.

An ordinance granting permission to C. C. Jenkins to erect an individual metal garage in the rear of his premises 2828 E. Monument street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to C. C. Jenkins to erect an individual metal garage 10 ft. wide and 20 ft. long in the rear of his premises 2828 E. Monument street; the said garage to be within 6 ft. of a frame kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 28, 1928.

WM. F. BROENING, *Mayor.*

No. 426.

An ordinance granting permission to Frank Rurka to erect an individual metal garage in the rear of his premises 1616 E. Fort avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Frank Rurka to erect an individual metal garage 10 ft. wide and 15 ft. long in the rear of his premises 1616 E. Fort Avenue; the said garage to be within 1 ft. of a frame overhang and to be erected under the supervision of the Bureau of Build-

ings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 31, 1928.

WM. F. BROENING, *Mayor.*

No. 427.

An ordinance granting permission to Geo. May to erect an individual metal garage in the rear of his premises 3717 Fait avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Geo. May to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises 3717 Fait avenue; the said garage to be within 4 ft. 6 in. of an open frame porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 31, 1928.

WM. F. BROENING, *Mayor.*

No. 428.

An ordinance granting permission to A. F. Andrews to erect an individual metal garage in the rear of his premises 2509 Edmondson avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to A. F. Andrews to erect an individual metal garage in the rear of his premises 2509 Edmondson avenue; the said garage to be 10 ft. wide and 18 ft. long, to be within 4 ft. of an open frame porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 31, 1928.

WM. F. BROENING, *Mayor.*

No. 429.

An ordinance to change the name of Violetville Avenue (formerly Whittemore Avenue) beginning at Wilkens Avenue and running thence southerly to its end, the new name of said street to be Haverhill Road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that the name of Violetville Avenue (formerly Whittemore Avenue) beginning at Wilkins Avenue and running thence southerly to its end, be and it is hereby changed, and said street shall hereafter be known as Haverhill Road.

SECTION 2. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 430.

An ordinance to repeal Ordinance No. 50, approved November 26, 1923, entitled "An ordinance to condemn, open and grade Twenty-eighth Street, from the westernmost side of Oak Street to the northeasternmost side of Remington Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 29th day of June, 1923, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 50, approved November 26, 1923, entitled "An ordinance to condemn, open and grade Twenty-eighth Street, from the westernmost side of Oak Street to the northeasternmost side of Remington Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 29th day of June, 1923, and now on file in said office," be and the same is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 431.

An ordinance to repeal Ordinance No. 149, approved April 16, 1924, entitled "An ordinance to condemn, open and grade Snowdown Avenue, from the north side of Thirty-third Street to the northernmost side of Thirty-sixth Street, as proposed to be opened, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 15th day of November, 1923, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 149, approved April 16, 1924, entitled "An ordinance to condemn, open and grade Snowdown Avenue from the north side of Thirty-third Street to the northernmost side of Thirty-sixth Street, as proposed to be opened, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 15th day of November, 1923, and now on file in said office," be and the same is hereby repealed

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 432.

An ordinance to repeal Ordinance No. 542, approved February 1, 1926, entitled "An ordinance to condemn, open and grade Thirty-fifth Street, from the west side of Ellerslie Avenue to the west side of Westerward Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 8th day of September, 1925, as now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No.

542, approved February 1, 1926, entitled "An ordinance to condemn, open and grade Thirty-fifth Street, from the west side of Ellerslie Avenue to the west side of Westerwald Avenue in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 8th day of September 1925, and now on file in said office," be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 433.

An ordinance to condemn, open and grade Elsrode Avenue, 40 feet wide, from the southwest side of Inglewood Avenue southwesterly 125.14 feet to Elsrode Avenue, as now laid out, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the eighth day of March, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Elsrode Avenue with a width of 40 feet from the southwest side of Inglewood Avenue southwesterly 125.14 feet to Elsrode Avenue, as now laid out, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the southwest side of Inglewood Avenue, as now

laid out 40 feet wide, at the distance of 1143.56 feet northwesterly from the point formed by the intersection of the northwest side of Harford Road, as now laid out 80 feet wide, and the southwest side of said Inglewood Avenue; the co-ordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 17734.90 feet and North 25615.27 feet; and running thence South 23°-57′-00″ West 125.14 feet to intersect the southernmost outline of Inglewood, as shown on the plat recorded among the Land Records of Baltimore City, in Liber S. C. L. 3385, folio 5; thence binding on said outline North 68°-45′-40″ West 40.04 feet to intersect a line drawn parallel with and distant 40 feet northwesterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon North 23°-57′-00″ East 125.14 feet to intersect the southwest side of said Inglewood Avenue; and thence binding on the southwest side of said Inglewood Avenue South 68°-45′-40″ East 40.04 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the eighth day of March in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for

Opening Streets, with reference to the condemnation and opening of said Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 434.

An ordinance to condemn, open and grade Elsrode Avenue, 40 feet wide, from the northeast side of Berwick Avenue northeasterly 183 feet to Elsrode Avenue, as now laid out, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the eighth day of March, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Elsrode Avenue with a width of 40 feet from the northeast side of Berwick Avenue northeasterly 183 feet to Elsrode Avenue, as now laid out, the land hereby directed to be

condemned for said opening being described as follows:

Beginning for the same at a point on the northeast side of Berwick Avenue, as now laid out 50 feet wide, at the distance of 968.18 feet northwesterly from the point formed by the intersection of the northeast side of said Berwick Avenue and the northwest side of Harford Road, as now laid out 80 feet wide; the co-ordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 17358.52 feet and North 24767.72 feet; and running thence binding on the northeast side of said Berwick Avenue North 66°-03′-00″ West 40 feet; thence North 23°-57′-00″ East 183 feet to intersect the northernmost outline of The Berwick Land Company, as shown on the plat recorded among the Land Records of Baltimore City, in Plat Book S. C. L. No. 2, folio 169; thence binding on said outline South 66°-03′-00″ East 40 feet to intersect a line drawn parallel with and distant 40 feet southeasterly measured at right angles from the second line of this description; thence reversing said line so drawn and binding thereon South 23°-57′-00″ West 183 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the eighth day of March in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 435.

An ordinance to condemn, open, widen and grade Callaway Avenue, 80 feet wide, from the south side of Belle Avenue southerly 178 feet more or less to Callaway Avenue, as now laid out, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the eighth day of March, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Callaway Avenue, with a width of 80 feet from the south side of Belle

Avenue southerly 178 feet more or less to Callaway Avenue as now laid out, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the south side of Belle Avenue, as now laid out 66 feet wide, at the distance of 5.79 feet easterly from the point formed by the intersection of the south side of said Belle Avenue and the east side of Callaway Avenue, as now laid out 66 feet wide; the co-ordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 16901.06 feet and North 13107.17 feet; and running thence South 01°-35′-00″ East 170.12 feet to intersect the southeasternmost side produced northeasterly of Callaway Avenue, as now laid out 80 feet wide on the plat of Ashburton; thence reversing said line so produced and binding thereon South 21°-12′-30″ West 8.82 feet to intersect the southernmost outline of the whole tract of land, of which the herein described avenue is a part; thence binding on the said outline South 86°-38′-06″ West 87.97 feet to intersect a line drawn parallel with and distant 80 feet northwesterly measured at right angles from the second line of this description; thence reversing said line so drawn and binding thereon and along a line drawn parallel with and distant 80 feet, westerly measured at right angles from the first line of this description the two following courses and distances, namely: North 21°-12′-30″ East 29.48 feet and North 01°-35′-00″ West 151.50 feet to intersect the south side of said Belle Avenue; thence binding on the south side of said Belle Avenue North 86°-18′-20″ East 80 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the eighth day of March in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 436.

An ordinance to condemn and close Gibbons Avenue, formerly Hamilton Avenue, 30 feet wide, from Pioneer Road, as now proposed to be opened, to Laurel Avenue, as now in process of condemnation, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the eighth day of March, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close Gibbons Avenue, formerly Hamilton Avenue, with a width of 30 feet from Pioneer Road, as now proposed to be opened, to Laurel Avenue, as now in process of condemnation, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the southeast side of Laurel Avenue as now in process of condemnation 80 feet wide, under Ordinance No. 1135, approved May 14, 1927, and the north side of Gibbons Avenue, formerly Hamilton Avenue, as now laid out 30 feet wide; the co-ordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 12089.74 feet and North 21101.43 feet; and running thence binding on the north side of said Gibbons Avenue South 83°-31′-00″ East 173.59 feet to the west side of Pioneer Road, as now proposed to be opened 40 feet wide to said Laurel Avenue; thence binding on the west side of said Pioneer Road South 06°-30′-00″ East 30.79 feet to intersect a line drawn parallel with and distant 30 feet southerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding

thereon North 83°-31′-00″ West 246.25 feet to intersect the southeast side of said Laurel Avenue; and thence binding on the southeast side of said Laurel Avenue North 71°-57′-15″ East 72.26 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the eighth day of March in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 437.

An ordinance granting permission to Benj. Kavanaugh to erect a shed of corrugated iron on frame in the rear of his premises 1100 Harford Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Benj. Kavanaugh to erect a shed of corrugated iron on frame in the rear of his premises 1100 Harford avenue; the said shed to be 27 ft. wide, 35 ft. long and 10 ft. high and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 438.

An ordinance granting permission to J. D. Halliday to erect an individual metal garage in the rear of his premises 2605 N. Charles street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to J. D. Halliday to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises 2605 N. Charles street; the said garage to be within 3 ft. of a frame porch and to be erected

under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 439.

An ordinance granting permission to C. A. Maul to erect an individual metal garage in the rear of his premises 200 Nicholson avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to C. A. Maul to erect an individual metal garage 9 ft. wide and 16 ft. long in the rear of his premises 200 Nicholson avenue; the said garage to be within 5 ft. of an individual frame garage on the same premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 440.

An ordinance granting permission to Anthony Jankowrak to erect an individual garage in the rear of his premises 2602 Hudson street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Anthony Jankowrak to erect an individual garage 14 ft. wide and 16 ft. long in the rear of his premises 2602 Hudson street; the said garage to be of concrete block construction, to be within 4 ft. of a frame structure and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 441.

An ordinance granting permission to Arthur Gutman to erect an individual metal garage in the rear of his premises 1001 Aisquith street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Arthur Gutman to erect an individual metal garage 10 ft. wide and 15 ft. 6 in. long in the rear of his premises 1001 Aisquith street; the said garage to be within 3 ft. of a brick kitchen and to be erected under the supervision of the Bureau of

Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 442.

An ordinance granting permission to Albert H. Taylor to erect an individual metal garage in the rear of his premises 2205 Barclay street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Albert H. Taylor to erect an individual metal garage 10 ft. wide and 14 ft. long in the rear of his premises 2205 Barclay street; the said garage to be within 18 in. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 443.

An ordinance granting permission to the Lord Baltimore Hotel Company to use a solid neutral single fused lighting panel, board or system in the building now being erected at the northeast corner of Baltimore and Hanover Streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that permission be, and the same is hereby, granted to the Lord Baltimore Hotel Company to use a solid neutral single fused lighting panel board or system in the building now being erected at the northeast corner of Baltimore and Hanover Streets; the said lighting system to be installed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the building laws of said city.

SECTION 2. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 444.

An ordinance authorizing the Board of Estimates to sell all that lot of ground, situated on the north side of Mosher street, 165.42 feet northwesterly from the center line of Longwood street, formerly known as Eighth street, being irregular in shape, in accordance with Section 13 of the City Charter, said property being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Board of

Estimates be, and the same is hereby authorized to sell, in accordance with Section 13 of the City Charter, all that lot of ground described as follows, that is to say:

Beginning for the same at a point formed by the intersection of the northernmost side of Mosher street as condemned and opened under Ordinance No. 905, approved May 18th, 1923, and the twelfth line of the land firstly described in a deed from Thomas F. Lahiff, et al., to the Mayor and City Council of Baltimore, dated August 9th, 1926, and recorded among the land records of Baltimore City in Liber S. C. L. 4622, folio 569, said point of beginning being distant 165.42 feet northwesterly measured along the northeasternmost side of said Mosher street from the point formed by the intersection of the northeasternmost side of said Mosher street and the center line of 8th street, now known as Longwood street, thence westerly binding on the north side of said Mosher street, by a line curving to the left with a 300 feet radius the distance of 42.53 feet to intersect the eleventh line of the said land conveyed to the Mayor and City Council, thence binding on the said eleventh and twelfth lines of said land, the two following courses and distances namely, easterly 42.18 feet and southerly 13.67 feet to the place of beginning, said property being no longer needed for public use.

Being a portion of the lot of ground acquired by the Commissioners for Opening Streets, from Thomas Lahiff for the opening of Mosher street under Ordinance No. 905, approved May 18, 1923, said portion not being needed for this street opening.

The mention of streets, avenues, lanes and alleys in the above description is for the pur-

pose of description only, and the rights of the Mayor and City Council of Baltimore in and to the same are to be specially reserved.

SECTION 2. *And be it further ordained,* That no deed or deeds shall pass in accordance with the above Section unless the same shall be approved by the City Solicitor.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 445.

An ordinance to appoint John P. Reardon a constable from the Twenty-fourth Ward of Baltimore City.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That John P. Reardon 1232 Hull street, be and he is hereby appointed a constable from the Twenty-fourth Ward of Baltimore City, vice John T. Flynn, resigned.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 446.

An ordinance granting permission to F. Miller to erect an individual garage in the rear of his premises 401 N. Belnord Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to F. Miller to erect an individual garage 12 ft. wide and 14 ft. long in the rear of his premises 401 N. Belnord avenue; the said garage to be of concrete block construction, to be within 2 ft. of an open frame porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 447.

An ordinance making Rose street, from Belair road to North avenue, a one-way street for vehicular traffic.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Rose street, from Belair road to North avenue, be and it is hereby declared to be a one-way street for vehicular traffic and to be used by such traffic in a southerly direction only.

SECTION 2. *And be it further ordained,* That any person violating the provisions of this ordinance shall be subject to a penalty not exceeding Ten Dollars ($10.00) for each and every offense.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 448.

An ordinance authorizing the Union Memorial Hospital to install two passenger elevators in its new building to be erected on its premises at the southwest corner of Thirty-fourth street and Guilford avenue.

Whereas, elevators in hospitals are required to be larger than really necessary for passengers, in order to accommodate beds and stretchers for patients; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to the Union Memorial Hospital to install two passenger elevators in its new building to be erected on its premises at the southwest corner of Thirty-fourth street and Guilford Avenue; each of said elevators to be 6 ft. 8 in. x 8 ft. 3 in. and to have a carrying capacity of 3,000 lbs.; but in all other respects, the said elevators shall be installed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the

Building Laws of said City, and particularly in accordance with Ordinance No. 472, approved July 28, 1925, and all amendments thereto.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 449.

An ordinance granting permission to The American Ice Company to alter and use its building fronting on Montford Avenue, between the Pennsylvania Railroad tracks and Chase Street, for a temporary garage for the storage of its own vehicles.

Whereas, The American Ice Company, desires to alter and use, as a temporary garage, its one story brick building fronting on Montford Avenue, between the Pennsylvania Railroad tracks and Chase Street, now used for the storage of its own wagons; and

Whereas, this building is not near any church or school and is at least 200 feet from the nearest dwelling; and

Whereas, this building adjoins the remainder of the plant of The American Ice Company; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to The American Ice Company to alter and use its one story brick building approximately 27 feet 7 inches

wide and 131 feet 5 inches long fronting on Montford Avenue, between the Pennsylvania Railroad tracks and Chase Street; as a temporary garage for the storage of its own vehicles, and to use its present roof of tar paper and slag; the alterations to said building to be made under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 450.

An ordinance to waive the provisions of Ordinance No. 243 of 1924, which prohibits the sale of gasoline within 300 feet of a church, and the provisions of Ordinance No. 534, approved Dec. 24, 1925, which prohibits the storage of more than 6,500 gallons of gasoline at any one location, in so far as said ordinances apply to the premises of Leggett's Auto Service Station, 3500-3510 Harford avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of 1924, which prohibits the sale of gasoline within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the installation of 2 additional 1,000 gallon gasoline tanks and pumps on the premises of Leggett's Auto Service Station, 3500-3510 Harford avenue.

SECTION 2. *And be it further ordained,* That the provisions of Ordinance No. 534, approved Dec. 24, 1925, which prohibits the storage of more than 6,500 gallons of gasoline at any one location, be and it is hereby waived so as to permit the storage of not more than 7,500 gallons on the premises of Leggett's Auto Service Station, 3500-3510 Harford avenue.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 451.

An ordinance granting permission to G. C. Laporte to erect a frame garage in the rear of his premises 4102 Mondawmin avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to G. C. Laporte to erect a frame garage 18 ft. wide and 20 ft. long in the rear of his premises 4102 Mondawmin avenue; the said garage to be within 2 ft. of the rear party line, to have slate roof with rear wall of concrete block construction and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 452.

An ordinance to change the name of Fowler avenue (formerly Forrest avenue), beginning at Strathmore avenue and running thence southeasterly to Parkington avenue formerly Division lane), the new name of said Fowler avenue to be Biltmore avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Fowler avenue (formerly Forest avenue), beginning at Strathmore avenue and running thence southeasterly to Parkington avenue (formerly Division lane), be and it is hereby changed and that said Fowler avenue shall hereafter be known as Biltmore avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 453.

An ordinance to change the name of Pumpkin Hill road, beginning at Hutton avenue (formerly Ridge road) and running thence southeasterly to its end, the new name of said Pumpkin Hill road to be Ridgetop road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Pumpkin Hill road, beginning at Hutton avenue (formerly Ridge road) and running thence southeasterly to its end, be and it is hereby changed and that said Pumpkin Hill road shall hereafter be known as Ridgetop road.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 2, 1928.

WM. F. BROENING, *Mayor.*

No. 454.

An ordinance authorizing the Board of Estimates to sell the property situate at the point formed by the intersection of the west side of a twenty-foot alley parallel to Cleveland Avenue, and distant 122.67 feet westerly therefrom, and the north side of a ten-foot alley parallel to Ravenswood Avenue, and 100 feet southerly therefrom said property having been purchased at a tax sale for the Mayor and City Council of Baltimore, by the City Comptroller; and being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Board of Estimates be, and they are hereby authorized to sell the following described property:

Beginning for the same at a point formed by the intersection of the west side of a twenty

foot alley parallel to Cleveland Avenue, and distant 122.67 feet westerly therefrom, and the north side of a ten foot alley parallel to Ravenswood Avenue, and distant 100 feet southerly therefrom, running thence southerly binding on the west side of above mentioned twenty foot alley 158 feet to the south side of a ten foot alley; thence westerly parallel to Ravenswood Avenue, 7 feet; thence northerly parallel to the above mentioned twenty foot alley, 158 feet to the north side of first mentioned ten foot alley produced; thence easterly binding on the north side of first mentioned ten foot alley produced, 7 feet to the place of beginning.

Said property having been purchased at a tax sale for the Mayor and City Council of Baltimore, by the City Comptroller, and being no longer needed for public use.

SECTION 2. *And be it further ordained,* That no deed or deeds shall be passed in accordance with the above Section, unless same shall have been first approved by the City Solicitor.

Approved June 4, 1928.

WM. F. BROENING, *Mayor.*

No. 455.

An ordinance authorizing the Board of Estimates to sell, at Public or Private sale, all that lot of ground situated on the northeast side of Brunswick Street northwest of Wilkens Avenue, having a width of forty-one feet (41) feet and an even depth of eighty-five (85) feet, in accordance with Section 13 of the City Charter, said lot of ground being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Board of

Estimates be, and same is hereby authorized to sell, at public or private sale, in accordance with Section 13 of the City Charter, all that lot of ground described as follows, that is to say:

Beginning for the same on the northeast side of Brunswick street at a distance of 480′ 6″ northwesterly from the corner formed by the intersection of the southeast side of Brunswick street with the northwest side of Wilkens avenue, and running thence northeasterly parallel with Wilkens avenue 85 feet to an alley 10 feet wide, thence northwesterly binding on said alley with the use thereof in common with others and parallel with Brunswick street 41 feet, thence southwesterly parallel with Wilkens avenue 85 feet to Brunswick street, and thence southeasterly on the northeast side of Brunswick street 41 feet to the place of beginning. Said property being no longer needed for public use.

The mention of streets, avenues, lanes and alleys in the above description is for the purpose of description only, and the rights of the Mayor and City Council of Baltimore in and to the same are to be specially reserved.

Section 2. *And be it further ordained,* That no deed or deeds shall pass in accordance with the above section unless the same shall be approved by the City Solicitor.

Approved June 4, 1928.

WM. F. BROENING, *Mayor.*

No. 456.

An ordinance granting permission to Celeste J. Simpson to erect an individual metal garage in the rear of her premises 509 S. Decker avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Celeste J. Simpson to erect an individual metal garage 9 ft. wide and 16 ft. long in the rear of her premises 509 S. Decker avenue; the said garage to be within 9 ft. of a frame kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 4, 1928.

WM. F. BROENING, *Mayor.*

No. 457.

An ordinance granting permission to The Western Union Telegraph Co. to erect two solid face metal signs above the roof of the premises known as 108 E. Baltimore street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to The Western Union Telegraph Co. to erect two solid face metal signs 8 ft. 6 in. long and 5 ft. high above the roof of the premises known as 108 E. Baltimore street; one of said signs to be placed in the east fire wall of the building 1 ft. above the

roof and the other sign to be placed in the west fire wall of the building 1 ft. above the roof but both of said signs to be, in all other respects, constructed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 4, 1928.

WM. F. BROENING, *Mayor.*

No. 458.

An ordinance granting permission to Dominick Caparola to erect an individual metal garage in the rear of his premises 1120 N. Lakewood avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Dominick Caparola to erect an individual metal garage 10 ft. wide and 17 ft. 6 in. long in the rear of his premises 1120 N. Lakewood avenue; the said garage to be within 5 ft. 9 in. of a frame kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 4, 1928.

WM. F. BROENING, *Mayor.*

No. 459.

An ordinance granting permission to John L. Schick to erect an individual metal garage in the rear of his premises 708 N. Curley street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to John L. Schick to erect an individual metal garage 9 ft. wide and 14 ft. long in the rear of his premises 708 N. Curley street; the said garage to be within 6 in. of a frame overhanging backroom and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 4, 1928.

WM. F. BROENING, *Mayor.*

No. 460.

An ordinance granting permission to B. Benjamin to erect an additional garage in the rear of his premises 801 N. Broadway.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to B. Benjamin to erect an additional garage for the housing of two cars, in the rear of his premises 801 N. Broadway; the said garage to be 18 ft. wide and 20 ft. long, to be within 7 ft. of the rear of his dwelling, to be of brick construction and to be erected under the supervision of the Bureau of

Buildings of Baltimore City in accordance with the Building Laws of said City, and particularly in accordance with Paragraphs 12 and 13 of Section 30, of Ordinance No. 1145, approved May 16, 1927.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 4, 1928.

WM. F. BROENING, *Mayor.*

No. 461.

An ordinance granting permission to Joseph Kidd to erect an individual metal garage in the rear of his premises 2136 Cliftwood avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is granted to Jos. Kidd to erect an individual metal garage 9 ft. wide and 14 ft. long in the rear of his premises 2136 Cliftwood avenue; the said garage to be within 2 ft. of a frame kitchen and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 4, 1928.

WM. F. BROENING, *Mayor.*

No. 462.

An ordinance granting permission to Frank Boznango to erect an individual metal garage in the rear of his premises 1716 Lamont avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Frank Boznango to erect an individual metal garage 16 ft. wide and 16 ft. long in the rear of his premises 1716 Lamont avenue; the said garage to be within 1 ft. of the building on the said premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 4, 1928.

WM. F. BROENING, *Mayor.*

No. 463.

An ordinance granting permission to Raymond J. Bower to erect an individual metal garage in the rear of his premises 213 Wyman avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Raymond J. Bower to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises 213 Wyman avenue; the said garage to be within 8 in. of a frame porch and to be erected under the supervision of the Bureau of Buildings of

Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved June 4, 1928.

WM. F. BROENING, *Mayor.*

No. 464.

An ordinance granting permission to E. Gardner to erect a one-story enclosed porch or hall on his premises 2311 Ethelbert avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to E. Gardner to erect a one-story enclosed porch or hall 4 ft. wide and 43 ft. 6 in. long on his premises 2311 Ethelbert avenue; the said porch or hall to be of concrete block construction, to extend to the party line and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 4, 1928.

WM. F. BROENING, *Mayor.*

No. 465.

An ordinance granting permission to Ivan W. Sterling to erect an individual metal garage in the rear of his premises 2645 Harlem avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Ivan W. Sterling to erect an individual metal garage 9 ft. wide and 15 ft. long in the rear of his premises 2645 Harlem avenue; the said garage to be within 3 ft. of a frame porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 4, 1928.

WM. F. BROENING, *Mayor.*

No. 466.

An ordinance granting permission to Geo. Lehneirs to erect an individual metal garage in the rear of his premises 619 S. Pulaski street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Geo. Lehneirs to erect an individual metal garage 9 ft. wide and 14 ft. long in the rear of his premises 619 S. Pulaski street; the said garage to be within 18 in. of a frame kitchenette and to be erected under the supervision of the Bureau of Build-

ings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 4, 1928.

WM. F. BROENING, *Mayor.*

No. 467.

An ordinance granting permission to Martin C. Castle to erect an individual metal garage in the rear of his premises 1288 Riverside Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Martin C. Castle to erect an individual metal garage 15 ft. 9 in. long and 10 ft. wide in the rear of his premises 1288 Riverside Avenue; the said garage to be within 4 ft. of a frame kitchen and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 4, 1928.

WM. F. BROENING, *Mayor.*

No. 468.

An ordinance granting permission to E. R. Laplanche to erect an individual metal garage in the rear of his premises 2536 Lauretta avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to E. R. Laplanche to erect an individual metal garage 10 ft. wide and 14 ft. long in the rear of his premises 2536 Lauretta avenue; the said garage to be within 2 ft. of an open frame asbestos-covered second floor overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 14, 1928.

HOWARD BRYANT,

Acting Mayor.

No. 469.

An ordinance to condemn, open, widen and grade Kelly Avenue, 70 feet wide, from the southwest side of Western Run Road, 2929.76 feet more or less, to the west side of Cross Country Boulevard, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the twenty-seventh day of March, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Kelly Avenue with a width of 70 feet from the southwest side of Western Run Road 2929.76 feet more or less to the west side of Cross Country Boulevard, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the southwest side of Western Run Road, as now laid out at the distance of 124.49 feet northwesterly from the point formed by the intersection of the southwest side of said Western Run Road and the southwest side of Lochlea Road as now laid out 30 feet wide; the co-ordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 11221.75 feet and North 25227.12 feet: and running thence binding on the southwest side of Western Run Road South 74°-59′-50″ East 86.48 feet; thence South 50°-58′-19″ West 186.73 feet; thence by a line curving to the right with a 551.99 feet radius the distance of 422.86 feet, which arc is subtended by a chord bearing South 72°-55′-04″ West 412.59 feet; thence North 85°-08′-10″ West 475 feet; thence by a line curving to the right with a 1728.72 foot radius the distance of 287.14 feet, which arc is subtended by a chord bearing North 80°-22′-40″ West 286.81 feet; thence by a line curving to the left with a 731.22 foot radius the distance of 226.71 feet, which arc is subtended by a chord bearing North 84°-30′-05″ West 225.80 feet; thence South 86°-37′-00″ West 53.68 feet, thence by a line curving to the right with a 1224.17 foot radius the distance of 197.87 feet, which arc is subtended by a chord bearing North 88°-45′-10″ West 197.66

feet; thence North 84°-07′-20″ West 1122.60 feet; thence North 05°-52′-40″ East 70 feet to intersect a line drawn parallel with and distant 70 feet northerly measured at right angles from the ninth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 70 feet northerly measured at right angles from the eighth, seventh, sixth, fifth and fourth lines of this description and along lines drawn parallel with and distant 70 feet, northwesterly measured at right angles from the third and second lines, respectively, of this description, the eight following courses and distances, namely: South 84°-07′-20″ East 1122.60 feet, by a line curving to the left with a 1154.17 foot radius the distance of 186.56 feet, which arc is subtended by a chord bearing South 88°-45′-10″ East 186.35 feet, North 86°-37′-00″ East 53.68 feet, by a line curving to the right with a 801.22 foot radius the distance of 248.41 feet, which arc is subtended by a chord bearing South 84°-30′-05″ East 247.42 feet by a line curving to the left with a 1658.72 foot radius the distance of 275.51 feet, which arc is subtended by a chord bearing South 80°-22′-40″ East 275.19 feet, South 85°-08′-10″ East 475 feet, by a line curving to the left with a 481.99 foot radius the distance of 369.24 feet, which arc is subtended by a chord bearing North 72°-55′-04″ East 360.27 feet, and North 50°-58′-19″ East 135.93 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said avenue as directed to be condemned being delineated and particularly shown on a

plat which was filed in the Office of the Commissioners for Opening Streets, on the twenty-seventh day of March in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Kelly Avenue and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved June 22, 1928.

WM. F. BROENING, *Mayor.*

No. 470.

An ordinance to repeal Ordinance No. 896, approved May 18, 1923, entitled "An ordinance to condemn, open, widen and grade Homestead Street, from the northwest side of Polk Street to the northwest side of Tinges Lane, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 3d day of February, 1923, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No.

896, approved May 18, 1923, entitled "An ordinance to condemn, open, widen and grade Homestead Street, from the northwest side of Polk Street to the northwest side of Tinges Lane, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the 3d day of February, 1923, and now on file in said office," be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 22, 1928.

WM. F. BROENING, *Mayor.*

No. 471.

An ordinance to condemn, open and grade Forty-first Street, from a point 262 feet more or less southwesterly from Edgehill Avenue to the northeast side of the right of way of the Northern Central Railroad; and from Woodberry Avenue to the southwest side of the right of way of the Northern Central Railroad, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-seventh day of March, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Forty-first Street, from a point 262 feet more or less southwesterly from Edgehill Avenue to the northeast side of the right of way of the Northern Central Railroad; and from Woodberry Avenue to the southwest side of the right of way of the Northern Central

Railroad, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the first at a point formed by the intersection of a line drawn parallel with and distant 33 feet northwesterly measured at right angles from the centre line of Forty-first Street, as now laid out 70 feet wide from Falls Road southwesterly, and the northeasternmost outline of the land owned by the Poole Engineering Company, said point of beginning being distant 262 feet more or less southwesterly from Edgehill Avenue; the co-ordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 6920.99 feet and North 14251.21 feet; and running thence South 63°-28′-00″ West 1422.21 feet; thence by a line curving to the left with a 1793.31 foot radius the distance of 199.79 feet, which arc is subtended by a chord bearing South 60°-16′-30″ West 199.69 feet; thence South 57°-05′-00″ West 165 feet more or less to intersect the northeast side of the Northern Central Railroad right of way, as now laid out 66 feet wide; thence southeasterly binding on the northeast side of said right of way by a line curving to the left the distance of 66 feet more or less to intersect a line drawn parallel with and distant 66 feet southeasterly measured at right angles from the third line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 66 feet southeasterly measured at right angles from the second and first lines, respectively, of this description the three following courses and distances, namely: North 57°-05′-00″ East 160 feet more or less, by a line curving to the right

with a 1727.31 foot radius the distance of 192.44 feet, which arc is subtended by a chord bearing North 60°-16′-30″ East 192.34 feet, and North 63°-28′-00″ East 1426.29 feet to intersect the said northeasternmost outline of the land owned by the Poole Engineering Company; thence binding on said outline North 30°-04′-00″ West 66.13 feet to the place of beginning.

Beginning for the second at a point formed by the intersection of the northeast side of Hooper Street, as now laid out 50 feet wide, and the northwest side of Woodberry Avenue, as now laid out 50 feet wide; the co-ordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 8823.83 feet and North 12743.34 feet; and running thence binding on the northeast side of said Hooper Street North 19°-36′-00″ West 319.06 feet; thence North 70°-24′-00″ East 49.52 feet; thence northeasterly by a line curving to the right with a 466.99 foot radius the distance of 314.44 feet, which arc is subtended by a chord bearing North 37°-47′-38″ East 308.53 feet; thence North 57°-05′-00″ East 160 feet more or less to intersect the southwest side of the Northern Central Railroad right of way, as now laid out 66 feet wide; thence southeasterly binding on the southwest side of said right of way by a line curving to the left the distance of 66 feet more or less to intersect a line drawn parallel with and distant 66 feet southeasterly measured at right angles from the fourth line of this description; thence reversing said line so drawn and binding thereon and along a line drawn parallel with and distant 66 feet southeasterly measured at right angles from the third line of this description and along a line drawn parallel

with and distant 16 feet northeasterly measured at right angles from the first line of this description the three following courses and distances, namely: South 57°-05′-00″ West 165 feet more or less, by a line curving to the left with a 400.99 foot radius the distance of 536.68 feet, which arc is subtended by a chord bearing South 18°-44′-30″ West 497.51 feet, and South 19°-36′-00″ East 30.97 feet to intersect the northwest side of said Woodberry Avenue; and thence binding on the northwest side of said Woodberry Avenue South 70°-40′-20″ West 16 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets, on the twenty-seventh day of March in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said 41st Street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland

which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved June 30, 1928.

WM. F. BROENING, *Mayor.*

No. 472.

An ordinance authorizing the Board of Estimates to sell at public sale all that lot of ground situated on the southeast corner of Windsor Avenue and Bentalou Street, in accordance with Section 13 of the City Charter, said lot being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Board of Estimates be, and the same is hereby authorized to sell at public sale, in accordance with Section 13 of the City Charter, all that lot of ground described as follows, that is to say:

Beginning for the same at the intersection of the east side of Bentalou street with the southeast side of Windsor avenue as proposed to be relocated; and running thence binding on the said southeast side of Windsor avenue by a line curving to the right with a 532.0 feet radius the distance of 234.61 feet, which arc is subtended by a chord bearing north 74 degrees 42 minutes 30 seconds east 232.70 feet to the easternmost outline of the land now owned by the Mayor and City Council of Baltimore; thence binding on said easternmost outline south 02 degrees 29 minutes 00 seconds east 206.92 feet to the southernmost outline of the said land; thence binding on said southernmost outline north 84 degrees

20 minutes 00 seconds west 228.77 feet to the said east side of Bentalou street; and thence binding on the said east side of Bentalou street north 2 degrees 38 minutes 40 seconds west 122.78 feet to the place of beginning. Containing 39,365 square feet of land more or less. Said property being no longer needed for public use.

The mention of streets, avenues, lanes and alleys in the above description is for the purpose of description only, and the rights of the Mayor and City Council of Baltimore in and to the same are to be specially reserved.

SECTION 2. *And be it further ordained,* That no deed or deeds shall pass in accordance with the above section, unless the same shall be approved by the City Solicitor.

Approved June 30, 1928.

WM. F. BROENING, *Mayor.*

No. 473.

An ordinance granting permission to the Federal Reserve Bank of Richmond (Baltimore Branch) to construct and maintain a subway or tunnel under the beds of Calvert Street and Lexington Street, to connect its Federal Reserve Bank Building, located at the northwest corner of Calvert and Lexington Streets, with the Baltimore Post Office Building, located at the southeast corner of said streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that permission is hereby granted to the Federal Reserve Bank of Richmond (Baltimore Branch), its successors and assigns, hereinafter referred to as the Grantee, to construct and maintain, at its own cost and expense, for a period not exceeding

twenty-five years, a subway or tunnel under the beds of Calvert Street and Lexington Street, connecting its Federal Reserve Bank Building, located at the northwest corner of Calvert and Lexington Streets, with the Baltimore Post Office Building, located at the southeast corner of said streets.

SECTION 2. *And be it further ordained,* That the said subway or tunnel under the beds of said streets shall be approximately 6½ feet high and 6 feet wide, inside dimensions, and shall be constructed under the supervision and to the satisfaction of the Bureau of Highways of Baltimore City, and shall be at all times hereafter under the regulation and control of the said Bureau of Highways.

SECTION 3. *And be it further ordained,* That the Mayor and City Council of Baltimore hereby expressly reserves the right and power, at all times, to exercise in the interest of the public full municipal superintendence, regulation and control in respect to all matters connected with this grant and not inconsistent with the terms thereof.

SECTION 4. *And be it further ordained,* That said subway or tunnel shall be completed within six months from the passage of this ordinance.

SECTION 5. *And be it further ordained,* That the said Grantee, its successors and assigns, shall maintain the said subway or tunnel in good condition throughout the full term of this grant.

SECTION 6. *And be it further ordained,* That the said Grantee, its successors and assigns,

shall pay to the City of Baltimore, as compensation for the subway or tunnel privilege hereby granted, the sum of Five Dollars ($5.00) per annum, payable in advance, during the continuance of said franchise.

SECTION 7. *And be it further ordained,* That non-compliance, at any time or times, with any of the terms or conditions of the grant hereby made, shall, at the option of the Mayor and City Council of Baltimore, operate as a forfeiture of the same, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 8. *And be it further ordained,* That the Mayor of Baltimore shall have the right, at any time or times, whenever in his judgment the public interests demand, to revoke any or all of the rights and privileges hereby granted, and upon the receipt of a notice in writing to that effect from the Mayor of Baltimore by the Grantee hereunder, its successors or assigns, all such revoked rights shall cease and determine; and the said Grantee, its successors or assigns, in the event of any revocation or forfeiture of any of the rights and privileges by this ordinance granted, shall promptly remove the said subway or tunnel, at its or their expense, by refilling the same in a manner satisfactory to the said Bureau of Highways.

SECTION 9. *And be it further ordained,* That the said Grantee, its successors or assigns, shall be liable for and shall indemnify and save harmless the Mayor and City Council of Baltimore

against any and all suits, losses, costs, claims, damages or expenses to which said Mayor and City Council may, from time to time, be subjected, on account of, by reason of, or in any wise resulting from the presence, construction, use, maintenance, alteration, repair, location, relocation and/or removal of said subway or tunnel.

SECTION 10. *And be it further ordained,* That the said Grantee, for and on behalf of itself, its successors and assigns, shall, promptly upon the passage of this ordinance, execute and deliver a bond to the Mayor and City Council of Baltimore in the penalty of Five Thousand Dollars ($5,000) conditioned for the faithful performance of all the terms, conditions and provisions of this ordinance, said bond and the surety or sureties thereon to be approved by the City Solicitor and the Board of Estimates.

SECTION 11. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 30, 1928.

WM. F. BROENING, *Mayor.*

No. 474.

An ordinance making Dark Lane, from St. Paul Place to Calvert Street, a one-way street for vehicular traffic.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Dark Lane, from St. Paul Place to Calvert street, be and it

is hereby declared to be a one-way street for vehicular traffic and to be used by such traffic in an easterly direction only.

SECTION 2. *And be it further ordained*, That any person violating the provisions of this ordinance shall be subject to a penalty not exceeding Ten Dollars ($10.00) for each and every offense.

SECTION 3. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 30, 1928.

WM. F. BROENING, *Mayor*.

No. 475.

An ordinance granting permission to John N. Howard to erect an individual metal garage in the rear of his premises 504 Sanford Place.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to John N. Howard to erect an individual metal garage 12 ft. wide and 16 ft. long in the rear of his premises 504 Sanford Place; the said garage to be within 18 in. of an open frame porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 30, 1928.

WM. F. BROENING, *Mayor*.

No. 476.

An ordinance authorizing the Board of Estimates to sell at public sale, all that lot of ground, with improvements, situated on the east side of Holliday street 140.09 feet north of Lexington street, having a width of 51.17 feet on Holliday street with an even depth of 107.45 feet, known as the old City Hall, in accordance with Section 13 of the City Charter, said property being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Board of Estimates be, and the same is hereby authorized to sell at public sale, in accordance with Section 13 of the City Charter, all that lot of ground, with improvements, described as follows, that is to say:

Beginning for the same at a point on the east side of Holliday street at the distance of 140.09 feet northerly from the point formed by the intersection of the north side of Lexington street and the east side of Holliday street, which place of beginning is at the northwest corner of ground belonging to the German Lutheran Congregation of Baltimore; and running thence northerly binding on the east side of said Holliday street 51.17 feet to intersect the south side of a 10-foot alley there situate; thence easterly binding on the south side of said alley 107.45 feet to the ground now or heretofore belonging to a certain Conrod Conrod; thence southerly binding on said last mentioned ground and parallel with said Holliday street 51.61 feet to the aforesaid ground belonging to the Congregation aforesaid; and thence westerly binding thereon by a straight line 107.45 feet to the place of beginning, said property being no longer needed for public use.

Being improved with a three-story brick building known as the Old City Hall, also one

small brick building formerly used as an oil house.

The mention of streets, avenues, lanes and alleys in the above description is for the purpose of description only, and the rights of the Mayor and City Council of Baltimore in and to the same are to be specially reserved.

SECTION 2. *And be it further ordained,* That no deed or deeds shall pass in accordance with the above Section unless the same shall be approved by the City Solicitor.

Approved July 9, 1928.

WM. F. BROENING, *Mayor.*

No. 477.

An ordinance authorizing the Board of Estimates to sell at public sale all that lot of ground with improvements, situated on the north side of Lexington Street, 73′ 6″ west of Guilford Avenue, having a width of 24′ 6″ on Lexington Street with an even depth of 67 feet, known as 214 E. Lexington Street, in accordance with Section 13 of the City Charter, said property being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Board of Estimates be, and the same is hereby authorized to sell at public sale, in accordance with Section 13 of the City Charter, all that lot of ground, with improvements, described as follows, that is to say:

Beginning for the same on the line of the north side of Lexington Street, at the distance

of seventy-three feet 6 inches (73′ 6″) from the corner formed by the intersection of the north side of Lexington street and the west side of Guilford Avenue, formerly North street, which place of beginning is at the center of the dividing or partition wall between the third and fourth houses on the north side of Lexington street west of Guilford avenue and running thence westwardly, bounding on the line of the north side of Lexington street,twenty-four feet, six inches (24′ 6″); thence northerly, parallel with Guilford Avenue, sixty-seven feet (67′) to an alley four feet, eight inches (4′ 8″) wide; thence eastwardly, bounding on the south side of said alley and parallel with Lexington street, twenty-four feet, six inches (24′ 6″) to intersect a line drawn northerly, parallel with Guilford avenue, from the beginning; and thence reversing the said line, and bounding thereon, to the place of beginning, said property being no longer needed for public use.

Being improved with a 3 story brick building known as 214 E. Lexington street, and formerly occupied by the City Charities.

The mention of streets, avenues, lanes and alleys in the above description is for the purpose of description only, and the rights of the Mayor and City Council of Baltimore in and to the same are to be specially reserved.

Section 2. *And be it further ordained,* That no deed or deeds shall pass in accordance with the above Section unless the same shall be approved by the City Solicitor.

Approved July 9, 1928.

WM. F. BROENING, *Mayor.*

No. 478.

An ordinance authorizing the Board of Estimates to sell at public sale, all that lot of ground, with improvements, situated on the west side of Guilford Avenue, 71′ 8″ north of Lexington Street, having a width of 48′ 4″ on Guilford Avenue with an even depth of 98 feet, known as City Hall Annex No. 2, in accordance with Section 13 of the City Charter, said property being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Board of Estimates be, and the same is hereby authorized to sell at public sale, in accordance with Section 13 of the City Charter, all that lot of ground, with improvements, described as follows, that is to say:

Beginning for the same on the line of the west side of Guilford Avenue, formerly North Street, 71 feet 8 inches northerly from the corner formed by the intersection of the north side of Lexington Street and the west side of said Guilford Avenue, which place of beginning is designed to be on the line of the north side of an alley 4 feet 8 inches wide, as now opened and used; and running thence northwardly bounding on the west side of said Guilford Avenue 48 feet 4 inches to a point distant 120 feet northerly from the aforesaid intersection of Lexington Street and Guilford Avenue; thence westerly parallel with said Lexington Street 98 feet; thence southerly parallel with said Guilford Avenue 48 feet 4 inches to the aforesaid 4 foot 8 inch alley; thence easterly bounding on the north side of said alley and parallel with Lexington Street 98 feet to the place of beginning.

Being the 2 lots of ground conveyed to the Mayor and City Council of Baltimore, one from George W. Dobbin, executor, by deed dated September 4, 1869, and recorded among the Land

Records of Baltimore City, in Liber G. R. 444, folio 41, and the other from Palmer L. Perkins and Cath. A. Perkins, his wife, by deed dated August 24, 1869, and recorded among the Land Records of Baltimore City, in Liber G. R. 434, Folio 448. Said property being no longer needed for public use. Being improved with a three story brick building known as City Hall Annex No. 2.

The mention of streets, avenues, lanes and alleys in the above description is for the purpose of description only, and the rights of the Mayor and City Council of Baltimore in and to the same are to be specially reserved.

SECTION 2. *And be it further ordained,* That no deed or deeds shall pass in accordance with the above Section unless the same shall be approved by the City Solicitor.

Approved July 9, 1928.

WM. F. BROENING, *Mayor.*

No. 479.

An ordinance to change the name of 41st street, beginning on the east side of Falls road at a point 170 feet south of 42nd street and running thence easterly to Hickory avenue, the new name of said 41st street to be Weldon avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of 41st street, beginning on the east side of Falls road to a point 170 feet south of 42nd street and running thence easterly to Hickory avenue, be and it is hereby changed, and that said 41st street shall hereafter be known as Weldon avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 9, 1928.

WM. F. BROENING, *Mayor.*

No. 480.

An ordinance granting to Dr. A. L. Wilkinson the right, privilege and authority to establish, conduct and operate a maternity hospital on the premises known as 5801 Belair road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the right, privilege and authority be and they are hereby granted to Dr. A. L. Wilkinson to establish, conduct and operate a maternity hospital on the premises known as 5801 Belair road.

SECTION 2. *And be it further ordained,* That the said hospital shall be conducted and operated in accordance with the Ordinance of the Mayor and City Council of Baltimore and the Laws of Maryland.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 9, 1928.

WM. F. BROENING, *Mayor.*

No. 481.

An ordinance to condemn, open and grade Northern Parkway, varying in width from 80 feet to 100 feet, from the westernmost side of Hillen Road to Northern Parkway, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-seventh day of March, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, and grade Northern Parkway, varying in width from 80 feet to 100 feet from the westernmost side of Hillen Road to Northern Parkway, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the southwest side of Northern Parkway, as now in process of condemnation 100 feet wide under Ordinance No. 439, approved July 13, 1925, at the distance of 125 feet northwesterly from the point formed by the intersection of the southwest side of said Northern Parkway and the west side of McLean Boulevard, as now laid out 80 feet wide; the co-ordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 13581.77 feet and North 25825.50 feet; and running thence North 65°-12′-50″ West 48.96 feet; thence by a line curving to the left with a 585.97 feet radius the distance of 254.92 feet, which arc is subtended by a chord bearing North 77°-40′-36″ West 252.92 feet; thence by a line curving to the left with a 3244.99 feet radius the distance of 668.90 feet, which arc is subtended by a chord bearing South 83°-57′-19″ West 667.72 feet; thence South 78°-03′-00″

West 36.32 feet; thence by a line curving to the right with a 1212.46 feet radius the distance of 478.25 feet, which arc is subtended by a chord bearing South 89°-21′-00″ West 475.15 feet; thence North 10°-39′-00″ East 10 feet; thence by a line curving to the right with a 1202.46 feet radius the distance of 194.13 feet, which arc is subtended by a chord bearing North 74°-43′-30″ West 193.92 feet; thence North 70°-06′-00″ West 321.82 feet; thence by a line curving to the left with a 500.82 feet radius the distance of 480.02 feet; which arc is subtended by a chord bearing South 82°-26′-30″ West 461.86 feet; thence South 54°-59′-00″ West 302.66 feet; thence by a line curving to the right with a 1280.75 feet radius the distance of 354.49 feet, which arc is subtended by a chord bearing South 62°-54′-45″ West 353.36 feet; thence South 70°-50′-30″ West 13.09 feet to intersect the westernmost side of Hillen Road, as now laid out 36 feet wide; thence binding on the westernmost side of said Hillen Road North 09°-51′-43″ West 81.06 feet to intersect a line drawn parallel with and distant 80 feet northwesterly measured at right angles from the eleventh line of this description; thence reversing said line so drawn and binding thereon and along a line drawn parallel with and distant 80 feet northwesterly measured at right angles from the tenth line of this description, and along lines drawn parallel with and distant 80 feet northerly measured at right angles from the ninth, eighth and seventh lines, respectively, of this description, the five following courses and distances, namely: by a line curving to the left with a 1200.75 feet radius the distance of 332.34 feet, which arc is subtended by a chord bearing North 62°-54′-45″ East 331.28 feet, North 54°-59′-00″ East 302.66 feet, by a line

curving to the right with a 580.82 feet radius the distance of 556.70 feet, which arc is subtended by a chord bearing North 82°-26′-30″ East 535.63 feet, South 70°-06′-00″ East 321.82 feet and by a line curving to the left with a 1122.46 feet radius the distance of 207.33 feet, which arc is subtended by a chord bearing South 75°-23′-30″ East 207.04 feet; thence North 09°-19′-00″ East 10 feet to intersect a line drawn parallel with and distant 100 feet northerly measured at right angles from the fifth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 100 feet northerly measured at right angles from the fourth, third and second lines, respectively, of this description the four following courses and distances, namely: by a line curving to the left with a 1112.46 feet radius the distance of 412.92 feet, which arc is subtended by a chord bearing North 88°-41′-00″ East 410.55 feet, North 78°-03′-00″ East 36.32 feet, by a line curving to the right with a 3344.99 feet radius the distance of 689.51 feet, which arc is subtended by a chord bearing North 83°-57′-19″ East 688.29 feet, by a line curving to the right with a 685.97 feet radius the distance of 298.42 feet, which arc is subtended by a chord bearing South 77°-40′-36″ East 296.07 feet to intersect the westernmost end of said Northern Parkway; and thence binding on the westernmost end of said Northern Parkway South 01°-17′-53″ East 111.34 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Parkway as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-seventh day of March in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Northern Parkway, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 9, 1928.

WM. F. BROENING, *Mayor.*

No. 482.

An ordinance to condemn, open, widen and grade Arlington Avenue, 60 feet wide, from the northwest side of Harford Road to the easternmost side of Hillen Road, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-seventh day of March, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Arlington Avenue with a width of 60 feet from the northwest side of Harford Road to the easternmost side of Hillen Road, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the northwest side of Harford Road, as now laid out 80 feet wide, at the distance of 31.63 feet southwesterly from the point formed by the intersection of the northwest side of said Harford Road and the southwest side of Willax Avenue, as now laid out 23 feet wide; the co-ordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 13115.19 feet and North 16504.09 feet; and running thence North 45°-45′-40″ West 812.10 feet; thence North 60°-08′-00″ West 929.78 feet; thence South 81°-03′-30″ West 1298.20 feet; thence by a line curving to the right with a 1065.87 feet radius the distance of 299.67 feet, which arc is subtended by a chord bearing South 89°-06′-30″ West 298.68 feet; thence North 82°-50′-00″ West 375.39 feet; thence by a line curving to the right with a 1176.52 feet radius the distance of 286.11 feet, which arc is subtended by a chord bearing North 75°-52′-00″ West 285.41 feet; thence North 68°-54′-00″ West 237.74 feet; thence by a line curving to the left with a 705.13 feet radius the distance of 270.44 feet, which arc is subtended by a chord bearing North 79°-53′-15″ West 268.79 feet; thence South 89°-07′-30″ West 623.22 feet to intersect the easternmost side of Hillen Road, as proposed to be condemned 60 feet wide; thence binding on the easternmost side of said Hillen Road

North 12°-03′-20″ East 61.56 feet to intersect a line drawn parallel with and distant 60 feet northerly measured at right angles from the ninth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 60 feet northeasterly measured at right angles from the eighth, seventh, and sixth lines of this description, and along lines drawn parallel with and distant 60 feet northerly measured at right angles from the fifth, fourth and third lines, respectively, of this description, and along lines drawn parallel with and distant 60 feet northeasterly measured at right angles from the second and first lines, respectively, of this description the nine following courses and distances, namely: North 89°-07′-30″ East 609.43 feet; by a line curving to the right with a 765.13 feet radius the distance of 293.45 feet, which arc is subtended by a chord bearing South 79°-53′-15″ East 291.66 feet; South 68°-54′-00″ East 237.74 feet; by a line curving to the left with a 1116.52 feet radius the distance of 271.52 feet, which arc is subtended by a chord bearing South 75°-52′-00″ East 270.86 feet; South 82°-50′-00″ East 375.39 feet; by a line curving to the left with a 1005.87 feet radius the distance of 282.79 feet, which arc is subtended by a chord bearing North 89°-06′-30″ East 281.86 feet; North 81°-03′-30″ East 1319.34 feet; South 60°-08′-00″ East 958.49 feet; and South 45°-45′-40″ East 823.35 feet to intersect the northwest side of said Harford Road; and thence binding on the northwest side of said Harford Road; by a line curving to the right with a 810.31 feet radius the distance of 60.13 feet, which arc is subtended by a chord bearing South 47°-45′-24.5″ West 60.11 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-seventh day of March in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Arlington Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chatper 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto; as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 9, 1928.

WM. F. BROENING, *Mayor.*

No. 483.

An ordinance to condemn, open and grade Buena Vista Avenue, formerly Sycamore Avenue, 66 feet wide, from the north side of Union Avenue to the southeast side of Forty-first Street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-seventh day of March, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Buena Vista Avenue, formerly Sycamore Avenue, with a width of 66 feet from the north side of Union Avenue to the southeast side of Forty-first Street, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point formed by the intersection of the north side of Union Avenue, as now laid out 40 feet wide, and the easternmost outline of the land belonging to the Poole Engineering Company, said point of beginning also being distant 1005 feet more or less from the point formed by the intersection of the north side of said Union Avenue and the east side of the Northern Central Railroad right of way; the co-ordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 6882.43 feet and North 12648.51 feet; and running thence North 12°-07′-05″ West 817.36 feet; thence North 13°-47′-00″ West 608.48 feet to intersect the southeast side of Forty-first Street, as now laid out 66 feet wide; thence binding on the southeast side of said Forty-first Street North 63°-28′-00″ East 67.67 feet to intersect a line drawn parallel

with and distant 66 feet easterly measured at right angles from the second line of this description; thence reversing said line so drawn and binding thereon and along a line drawn parallel with and distant 66 feet easterly measured at right angles from the first line of this description the two following courses and distances, namely: South 13°-47′-00″ East 624.36 feet and South 12°-07′-05″ East 818.99 feet to intersect the north side of said Union Avenue; thence binding on the north side of said Union Avenue South 78°-26′-30″ West 66 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-seventh day of March in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of

Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 9, 1928.

WM. F. BROENING, *Mayor.*

No. 484.

An ordinance to condemn, open and grade Greenhill Avenue, 40 feet wide, from the northeast side of LaSalle Avenue to the southwest side of Willshire Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-seventh day of March, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Greenhill Avenue with a width of 40 feet from the northeast side of LaSalle Avenue to the southwest side of Willshire Avenue, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the northeast side of LaSalle Avenue, formerly Quick Avenue, as now laid out at the distance of 1028.65 feet southeasterly from the point formed by the intersection of the northeast side of said Quick Avenue and the southeast side of Belair Road, as now laid out 80 feet wide; the co-ordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commis-

sion, being East 19133.65 feet and North 14271.56 feet; and running thence North 47°-28′-53″ East 128.83 feet; thence North 45°-20′-58″ East 191.28 feet to intersect the southwest side of Willshire Avenue, formerly Willax Avenue, as now laid out; thence binding on the southwest side of said Willshire Avenue South 41°-30′-22″ East 40.06 feet to intersect a line drawn parallel with and distant 40 feet southeasterly measured at right angles from the second line of this description; thence reversing said line so drawn and binding thereon and along a line drawn parallel with and distant 40 feet southeasterly measured at right angles from the first line of this description the two following courses and distances, namely: South 45°-20′-58″ West 189.84 feet and South 47°-28′-53″ West 129.58 feet to intersect the northeast side of said LaSalle Avenue; thence binding on the northeast side of said LaSalle Avenue North 42°-31′-07″ West 40 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-seventh day of March in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and

be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 9, 1928.

WM. F. BROENING, *Mayor.*

No. 485.

An ordinance granting permission to The Watchful Building & Loan Association, Inc., to erect a one-story building in the rear of its premises 2327 E. Lafayette Avenue, for use as its office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to The Watchful Building & Loan Association, Inc., to erect a one-story building 19½ ft. long and 14 ft. wide in the rear of its premises 2327 E. Lafayette avenue, for use as its office; the said building to be of concrete block construction and, together with the present structure on said premises, to occupy 94 2/7% of the lot area, and to be erected under the supervision of the Bureau of Build-

ings of Baltimore City, in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 10, 1928.

WM. F. BROENING, *Mayor.*

No. 486.

An ordinance granting permission to John Turner to erect an individual metal garage in the rear of his premises 211 E. Twenty-fourth street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to John Turner to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises 211 E. Twenty-fourth street; the said garage to be within 6 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 10, 1928.

WM. F. BROENING, *Mayor.*

No. 487.

An ordinance to change the name of that portion of Wallis avenue, beginning at Fallstaff road (formerly Fairmount road) and running thence southeasterly to Cross Country Boulevard, the new name of said portion of Wallis avenue to be Cross Country Boulevard.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of that portion of Wallis avenue, beginning at Fallstaff road (formerly Fairmount road) and running thence southeasterly to Cross Country Boulevard, be and it is hereby changed, and that said portion of Wallis avenue shall hereafter be known as Cross Country Boulevard.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 10, 1928.

WM. F. BROENING, *Mayor.*

No. 488.

An ordinance granting permission to Weldon E. Jones to erect an individual metal garage in the rear of his premises 3015 Belair road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Weldon E. Jones to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises 3015 Belair road; the said garage to be within 3 ft. of an open frame porch and to be erected under the supervision of the Bureau

of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 10, 1928.

WM. F. BROENING, *Mayor.*

No. 489.

An ordinance granting permission to The Gillet Realty Corporation to use a solid neutral single fused lighting panel board or system, to use wood for all frames and sash for the exterior doors and windows, and also to use clear glass for glazing all exterior doors and windows, in its building now being erected at 3908 N. Charles street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to the Gillet Realty Coropration to use in its building now being erected at 3908 N. Charles Street:

(A) Solid neutral single fused lighting panel board or system,

(B) Wood for all frames and sash for the exterior doors and windows,

(C) Clear glass for glazing all exterior doors and windows;

the said lighting system, wood frames and sash, and glass, to be installed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the day of thereof.

Approved July 10, 1928.

WM. F. BROENING, *Mayor.*

No. 490.

An ordinance to waive the provisions of Ordinance No. 243 of the year 1924, which prohibits the sale of gasoline within 300 feet of a school, in so far as said ordinance applies to the premises of Isadore Lichtenberg, at the northeast corner of Redwood and Greene streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of the year 1924, which prohibits the sale of gasoline within 300 feet of a school, be and they are hereby waived in so far as said provisions apply to the installation of 4 tanks and pumps on the premises of Isadore Lichtenberg, at the northeast corner of Redwood and Greene Streets.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 11, 1928.

WM. F. BROENING, *Mayor.*

No. 491.

An ordinance granting permission to The Community Co., a Maryland Corporation, to erect an enclosed superstructure or bridgeway over and across a 20-foot alley to connect its building known as The Hamilton Arcade, on the Harford road 50 feet south of Hamilton avenue with the building facing on Hamilton avenue, 200 feet west of Harford road.

Section 1. *Be it ordained by the Mayor and City Council of Baltimore,* That in pursuance of the power vested in it and for the convenience of The Community Co., a Maryland Corporation, and its employees, permission and authority are hereby given and granted to the said The Community Co., a Maryland Corporation, its successors and assigns (hereinafter referred to as grantee), to construct and maintain, at its own cost, for a period not to exceed 25 years, an enclosed superstructure or bridgeway, one story high, above and across a 20-foot alley, which shall connect its building, known as The Hamilton Arcade, on Harford road 50 feet south of Hamilton avenue with the building facing on Hamilton avenue, 200 feet west of Harford road upon the terms and conditions following:

That the lowest part of said superstructure or bridgeway be not less than 12 feet above the surface of the 20-foot alley, and that it shall be approximately 20 feet long, 14 feet wide and one story high. No wood work or other combustible material shall be used in the construction of same, and the entire structure shall be constructed under the supervision and to the satisfaction of the Bureau of Buildings of Baltimore City and shall be at all times hereafter under the regulation and control of the said Bureau of Buildings.

SECTION 2. *And be it further ordained,* That the Mayor and City Council of Baltimore hereby expressly reserves the right and duty at all times to exercise in the interest of the public, full municipal superintendence regulation and control in respect to all matters connected with this grant and not inconsistent with the terms thereof.

SECTION 3. *And be it further ordained,* That the said superstructure or bridgeway shall be completed within six months from the passage of this ordinance.

SECTION 4. *And be it further ordained,* That the said grantee, its successors and assigns, shall maintain the said superstructure or bridgeway in good condition throughout the full term of this grant.

SECTION 5. *And be it further ordained,* That the said grantee, its successors and assigns shall pay annually to the City of Baltimore, as compensation for the privilege hereby granted, the sum of One Hundred and Twelve Dollars ($112.00) per annum during the continuance of this franchise.

SECTION 6. *And be it further ordained,* That non-compliance with any of the terms or conditions of the grant herein made shall operate as a forfeiture of the same which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 7. *And be it further ordained,* That the Mayor of Baltimore, shall have the right,

at any time whenever in his judgment the public interests demand it to revoke the rights and privileges hereby granted, and upon the receipt of a notice in writing to that effect from the Mayor of Baltimore by the grantee hereunder, its successors and assigns, all rights under this ordinance shall cease and determine, and the said grantee its successors and assigns in the event of the revocation or forfeiture of the rights and privileges by this ordinance granted, shall promptly remove the said bridgeway or superstructrue at its expense.

SECTION 8. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 11, 1928.

WM. F. BROENING, *Mayor.*

No. 492.

An ordinance repealing and reordaining with amendments Sections 1 and 14 of Ordinance No. 431, approved June 17, 1925, entitled "An ordinance creating in the Health Department a Division of meat inspection, authorizing the appointment of meat inspectors, providing for their duties and compensation; requiring all establishments in Baltimore City handling meat or meat products intended for use and sale in Baltimore City to procure a license and fixing fees therefor, and providing for the revocation of said licenses; providing for the inspection of carcasses of cattle, meat and meat products intended for human consumption and the condemnation of any of the same found to be unfit; prohibiting the sale of meat and meat products not inspected and stamped and the sale of meat and meat products unfit for human consumption; prescribing penalties for the violation of this ordinance; exempting certain persons, firms or corporations from the provisions thereof; repealing Ordinance No. 204, approved June 16, 1924, and making

allowance to dealers on account of license fees paid under said Ordinance No. 204"; creating in the Department of Health of Baltimore City a Bureau of Meat Inspection, authorizing the appointment of a chief inspector and other employees and defining their duties and providing for their compensation; and providing that at establishments subject to inspection by the Bureau of Animal Industry of the United States Department of Agriculture carcasses inspected by the said Bureau shall be exempt from the provisions of the said Ordinance No. 431, respecting inspection at the time of slaughter, so long as such inspection by the said Bureau is subject to regulations the same or substantially the same as herein provided; and providing further that the Commissioner of Health shall have access at all times to such establishments as are under Federal Inspection; and providing further that should such inspection by the said Bureau of Animal Industry be withdrawn, said establishments shall become subject to all the provisions of the said Ordinance No. 431; and providing further that if any part of this ordinance shall be declared invalid, then this entire ordinance shall be void and of no effect and the said Ordinance No. 431, approved June 17, 1925, shall remain in full force and effect.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Sections 1 and 14 of Ordinance No. 431, approved June 17, 1925, entitled "An ordinance creating in the Health Department a division of meat inspection, authorizing the appointment of inspectors, providing for their duties and compensation; requiring all establishments in Baltimore City handling meat or meat products intended for use and sale in Baltimore City to procure a license and fixing fees therefor, and providing for the revocation of said licenses; providing for the inspection of carcasses of cattle, meat and meat products intended for human consumption and the condemnation of any of the same found to be unfit; prohibiting the sale of meat and meat products not inspected and stamped and the sale of meat and meat products unfit for human consumption; prescribing penalties for the violation of this ordinance;

exempting certain persons, firms or corporations from the provisions thereof; repealing Ordinance No. 204, approved June 16, 1924, and making allowance to dealers on account of license fees paid under said Ordinance No. 204,'' be and the same are hereby repealed and reordained with amendments so as to read as follows:

1. That there shall be in the Department of Health of Baltimore City, a Bureau designated as ''Bureau of Meat Inspection,'' and for the proper conduct of said Bureau and for the purposes hereinafter set forth, the Commissioner of Health shall appoint such number of inspectors at such salaries as shall be authorized by the Board of Estimates of Baltimore City. The Chief of said Bureau shall be a veterinarian, licensed by the State of Maryland, who has had practical experience in the Bureau of Animal Industry, in the Department of Agriculture of the United States, or an equivalent experience, in ante and post mortem examination of animals slaughtered for human consumption, and in supervising the process of manufacturing food products thereof. The Chief Inspector and all other employees of the said Bureau shall perform such duties in said Bureau or elsewhere in the Department of Health as may be assigned to them from time to time by the Commissioner of Health or by his duly authorized Deputy.

14. That in order to avoid duplication of inspection at establishments subject to inspection by the Bureau of Animal Industry of the United States Department of Agriculture, all carcasses inspected by the said Bureau within

Baltimore City shall be exempt from the provisions of this ordinance, respecting inspection of carcasses at the time of slaughter, and the disposal of diseased carcasses and organs and the tanking thereof, so long as the inspection of such carcasses and the disposal thereof, as aforesaid, is subject to Federal regulations and restrictions the same or substantially the same as herein provided; provided that the Commissioner of Health and his subordinates shall have access at all times to such establishments as are under Federal inspection to the same extent as to other establishments subject to the provisions of the said Ordinance No. 431, approved June 17, 1925; and providing further that should inspection by the Bureau of Animal Industry be withdrawn from any such establishments, they shall become subject to all the provisions of the said ordinance.

SECTION 2. *And be it further ordained,* That if any part of this ordinance should be declared invalid by any court of competent jurisdiction, then this entire ordinance shall be void and of no effect, and the said Ordinance No. 431, approved June 17, 1925, shall remain in full force and effect as though this ordinance had not been passed.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect ninety (90) days from the date of its passage.

Approved July 12, 1928.

WM. F. BROENING, *Mayor.*

No. 493.

An ordinance to waive the provisions of Ordinance No. 243 of 1924, which prohibits the erection of a public garage within 300 feet of a motion picture theatre, in so far as said ordinance applies to the premises of Israel Riberkof, 1603-1605 E. Eager street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of 1924, which prohibits the erection of a public garage within 300 feet of a motion picture theatre, be and they are hereby waived in so far as said provisions apply to the premises of Israel Riberkof, 1603-1605 E. Eager street.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 12, 1928.

WM. F. BROENING, *Mayor.*

No. 494.

An ordinance granting permission to The Norfolk, Baltimore and Carolina Line, Inc., to erect a frame shed adjoining its present shed on Pier 4, Pratt street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to The Norfolk, Baltimore and Carolina Line, Inc., to erect a frame shed adjoining its present shed on Pier 4, Pratt street; the said shed to be 50 feet long and 25 feet wide, to be of frame with roof of galvanized iron, to be used for storage of

freight, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1928.

WM. F. BROENING, *Mayor.*

No. 495.

An ordinance to condemn, open and grade Roland Avenue, 50 feet wide, from the south side of Thirty-fourth Street to the northeast side of Falls Road, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-seventh day of February, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Roland Avenue with a width of 50 feet from the south side of Thirty-fourth Street to the northeast side of Falls Road, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the south side of Thirty-fourth Street, as now laid out 60 feet wide, at the distance of 28 feet easterly from the point formed by the intersection of the east side produced southerly of Roland Avenue, as now laid out 80 feet wide northerly from Thirty-fourth Street, and the south side of said Thirty-fourth Street; the co-ordinates

of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 4688.09 feet and North 11268.69 feet; and running thence South 30°-00′-00″ East 50 feet; thence by a line curving to the right with a 311.88 foot radius the distance of 195.81 feet, which arc is subtended by a chord bearing South 12°-00′-49″ East 192.61 feet; thence South 05°-58′-22″ West 20 feet; thence by a line curving to the right with a 464.19 foot radius the distance of 353.80 feet, which arc is subtended by a chord bearing South 27°-48′-28″ West 345.29 feet to intersect the northeast side of Falls Road, as now laid out 50 feet wide; thence binding on the northeast side of said Falls Road by a line curving to the left with a 217.93 foot radius the distance of 50.59 feet, which arc is subtended by a chord bearing North 32°-52′-19″ West 50.48 feet to intersect a line drawn parallel with and distant 50 feet westerly measured at right angles from the fourth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 50 feet westerly measured at right angles from the third, second and first lines, respectively, of this description the four following courses and distances, namely: by a line curving to the left with a 414.19 foot radius the distance of 309.11 feet, which arc is subtended by a chord bearing North 27°-21′-11″ East 301.99 feet, North 05°-58′-22″ East 20 feet, by a line curving to the left with a 261.88 foot radius the distance of 164.42 feet, which arc is subtended by a chord bearing North 12°-00′-49″ West 161.73 feet, and North 30°-00′-00″ West 75.48 feet to intersect the south side of said Thirty-fourth Street; and thence binding on the

south side of said Thirty-fourth Street North 87°-00′-15″ East 56.12 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-seventh day of February in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 14, 1928.

WM. F. BROENING, *Mayor.*

No. 496.

An ordinance to condemn, open and grade Falls Cliff Road, varying in width from 40 feet to 112.13 feet, from the north side of Thirty-third Street to the east side of Roland Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-seventh day of February, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Falls Cliff Road, varying in width from 40 feet to 112.13 feet, from the north side of Thirty-third Street to the east side of Roland Avenue, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point formed by the intersection of the north side of Thirty-third Street, as now laid out 60 feet wide, and a line drawn northerly at right angles to said Thirty-third Street and through the point formed by the intersection of the east side of Falls Cliff Road, as now laid out 40 feet wide, and the south side of said Thirty-third Street; the co-ordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 4635.81 feet and North 10738.-40 feet; and running thence by a line curving to the right with a 287.67 foot radius the distance of 103.08 feet, which arc is subtended by a chord bearing North 07°-44′-26″ East 102.53 feet; thence North 18°-00′-22″ East 27.11 feet; thence by a line curving to the left with a 154.66 foot radius the distance of 111.42 feet, which arc is subtended by a chord bearing North 02°-37′-58″ West 109.03 feet; thence by a line

curving to the right with an 85 foot radius the distance of 43.39 feet, which arc is subtended by a chord bearing North 08°-38′-58″ West 42.92 feet to intersect the east side of Roland Avenue, as proposed to be condemned 50 feet wide; thence southerly binding on the east side of said Roland Avenue by a line curving to the right with a 464.19 foot radius the distance of 112.40 feet, which arc is subtended by a chord bearing South 12°-54′-35″ West 112.13 feet; thence easterly by a line curving to the right with a 2 foot radius the distance of 5.71 feet, which arc is subtended by a chord bearing South 78°-26′-02″ East 3.96 feet to intersect a line drawn parallel with and distant 40 feet westerly measured at right angles from the third line of this description; thence reversing said line so drawn and binding thereon and along a line drawn parallel with and distant 40 feet westerly measured at right angles from the second and first lines, respectively, of this description the three following courses and distances, namely: by a line curving to the right with a 114.66 foot radius the distance of 29.46 feet, which arc is subtended by a chord bearing South 10°-38′-45″ West 29.38 feet, South 18°-00′-22″ West 27.11 feet, and by a line curving to the left with a 327.67 foot radius the distance of 117.42 feet, which arc is subtended by a chord bearing South 07°-44′-26″ West 116.79 feet to intersect the north side of said Thirty-third Street; and thence binding on the north side of said Thirty-third Street North 87°-28′-30″ East 40 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Road as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on twenty-seventh day of February in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Road, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 14, 1928.

WM. F. BROENING, *Mayor.*

No. 497.

An ordinance to condemn, open, widen and grade Cold Spring Lane, from its present width of 40 feet to 60 feet to a width varying from 60 feet to 115.40 feet, from the northeast side of Park Heights Avenue to the west side of Green Spring Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the eighth day of March, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Cold Spring Lane, from its present width of 40 feet to 60 feet to a width varying from 60 feet to 115.40 feet, from the northeast side of Park Heights Avenue to the west side of Green Spring Avenue, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point formed by the intersection of the northeast side of Park Heights Avenue, as condemned and opened 85 feet wide under Ordinance No. 90, approved February 4, 1924, and the southeast side of Kate Avenue, as now laid out 60 feet wide; the co-ordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 14295.17 feet and North 15339.50 feet; and running thence binding on the northeast side of said Park Heights Avenue North 30°-06′-28″ West 60 feet to intersect the northwest side of said Kate Avenue; thence binding on the northwest side of said Kate Avenue North 60°-17′-12″ East 240 feet; thence by a line curving to the left with a 226.83 foot radius the distance of 137.28 feet, which arc is subtended by a chord bearing North 42°-56′-59″ East 135.19 feet, thence North 25°-36′-46″ East 20.33 feet; thence North 55°-30′-00″ East 226.26 feet; thence by a line curving to the right with a 604.07 foot radius the distance of 177.04 feet, which arc is subtended by a chord bearing North 63°-53′-46″ East 176.41 feet; thence by a line curving to the right with a 419.47 foot radius the distance of 327 feet, which arc is subtended by a chord bearing South 85°-22′-29″ East 318.79 feet; thence by

a line curving to the left with a 577.87 foot radius the distance of 300.67 feet which arc is subtended by a chord bearing South 77°-56′-50″ East 297.29 feet; thence North 87°-08′-50″ East 861.42 feet to intersect a line drawn parallel with and distant 60 feet northerly measured at right angles from the south side of Cold Spring Lane, as laid out 40 feet wide on the plat of Edgecombe Park; thence binding on said line North 88°-46′-00″ East 97.97 feet to intersect the west side of Green Spring Avenue; thence binding on the west side of said Green Spring Avenue by a line curving to the left with a 218 foot radius the distance of 60.30 feet, which arc is subtended by a chord bearing South 04°-38′-02″ East 60.11 feet to intersect a line drawn parallel with and distant 60 feet southerly measured at right angles from the tenth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 60 feet southerly measured at right angles from the ninth, eighth and seventh lines, respectively, and along lines drawn parallel with and distant 60 feet southeasterly measured at right angles from the sixth and fifth lines, respectively, of this description the six following courses and distances, namely: South 88°-46′-00″ West 100.67 feet, South 87°-08′-50″ West 860.57 feet, by a line curving to the right with a 637.87 foot radius the distance of 331.89 feet, which arc is subtended by a chord bearing North 77°-56′-50″ West 328.16 feet, by a line curving to the left with a 359.47 foot radius the distance of 280.24 feet, which arc is subtended by a chord bearing North 85°-22′-29″ West 273.19 feet, by a line curving to the left with a 544.07 foot radius the distance of 159.46

feet, which arc is subtended by a chord bearing South 63°-53′-46″ West 158.89 feet and South 55°-30′-00″ West 156.67 feet; thence by a line curving to the left with a 32 foot radius the distance of 50.27 feet, which arc is subtended by a chord bearing South 10°-30′-00″ West 45.26 feet to intersect the northeast side of Old Pimlico Road, as now laid out; thence binding on the northeast side of said Old Pimlico Road South 34°-30′-00″ East 23.40 feet to intersect a line drawn parallel with and distant 60 feet southeasterly measured at right angles from the second line of this description; thence reversing said line so drawn and binding thereon South 60°-17′-12″ West 432.43 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Lane as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the eighth day of March in the year 1928, and is now on file in the said office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Cold Spring Lane, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the

New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 14, 1928.

WM. F. BROENING, *Mayor.*

No. 498.

An ordinance to condemn, open, widen and grade St. George's Avenue and Willow Avenue, from their present width of 50 feet and 40 feet, respectively, to a width of 80 feet, from Cold Spring Lane, 80 feet wide, as condemned and opened under Ordinance No. 743, approved June 29, 1926, to Willow Avenue, formerly Grant Street, 80 feet wide, as condemned and opened under Ordinance No. 474, approved September 4, 1925, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the sixteenth day of April, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade St. Georges Avenue and Willow Avenue, from their present width of 50 feet and 40 feet, respectively, to a width of 80 feet, from Cold Spring Lane, 80 feet wide, as condemned and opened under Ordinance No. 743, approved June 29, 1926, to Willow Avenue, formerly Grant Street, 80 feet wide, as condemned and opened under Ordinance No. 474, approved September 4, 1925, the land here-

by directed to be condemned for said opening being described as follows:

Beginning for the same at a point formed by the intersection of the west side of St. Georges Avenue as now laid out 50 feet wide, and the south side of Cold Spring Lane, as now under process of condemnation 80 feet wide, under Ordinance No. 743, approved June 29, 1926; the co-ordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 3667.05 feet and North 17402.59 feet; and running thence binding on the west side of said St. Georges Avenue South 06°-41′-20″ West 819.43 feet; thence North 89°-29′-50″ West 26.14 feet to intersect the northeast side of Willow Avenue, as now laid out 40 feet wide from St. Georges Avenue northwesterly; thence South 31°-40′-00″ East 470.87 feet to intersect the southwest side, produced southeasterly, of Willow Avenue, formerly Grant Street, as now laid out 40 feet wide from Springfield Avenue northwesterly; thence reversing said line so produced and binding thereon North 20°-36′-50″ West 6.32 feet to intersect the southeast side of Springfield Avenue, as now laid out 40 feet wide, thence binding on the southeast side of said Springfield Avenue North 69°-23′-10″ East 40 feet to intersect the northeast side of said Willow Avenue, formerly Grant Street; thence binding on the northeast side of said Willow Avenue, formerly Grant Street, North 20°-36′-50″ West 206.21 feet to intersect a line drawn parallel with and distant 80 feet northeasterly measured at right angles from the third line of this description; thence reversing said line so drawn and binding thereon and along a line drawn parallel with and distant 80 feet easterly measured at right angles from the first line of this description,

the two following courses and distances, namely: North 31°-40′-00″ West 200.24 feet and North 06°-41′-20″ East 826.83 feet to intersect the south side of said Cold Spring Lane; and thence binding on the south side of said Cold Spring Lane North 83°-01′-35″ West 80 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenues as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the sixteenth day of April in the year 1928, and is now on file in the said office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said St. Georges Avenue and Willow Avenue and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 14, 1928.

WM. F. BROENING, *Mayor.*

No. 499.

An ordinance to condemn, open, widen and grade Edmondson Avenue, from its present width of 50 feet more or less to a width varying from 50 feet more or less to 78.97 feet more or less, from a point 201.91 feet southwest of Charing Cross, formerly Elsinore Avenue, as condemned and opened 40 feet wide, southwesterly 520 feet more or less to the western boundary of Baltimore City establisihed in 1918, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the sixteenth day of April, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Edmondson Avenue, from its present width of 50 feet more or less to a width varying from 50 feet more or less to 78.97 feet more or less, from a point 201.91 feet southwest of Charing Cross, formerly Elsinore Avenue, as condemned and opened 40 feet wide, southwesterly 520 feet more or less to the western boundary of Baltimore City established in 1918, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the southeast side of Edmondson Avenue, as now laid out about 50 feet wide, at the distance of 201.91 feet southwesterly from the point formed by the intersection of the southeast side of said Edmondson Avenue and the southwest side of Charing Cross, formerly Elsinore Avenue, as condemned and opened 40 feet wide; the co-ordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 26747.37 feet and South 3253.53 feet; and running thence binding on the southeast side

of said Edmondson Avenue the two following courses and distances, namely: South 28°-41′-10″ West 245.45 feet and South 35°-08′-10″ West 69.09 feet to intersect the southwest side of Rock Glen Road, as condemned and opened 54 feet wide under Ordinance No. 821, approved July 26, 1926; thence binding on the southwest side of said Rock Glen Road South 58°-37′-00″ East 28.97 feet; thence South 35°-08′-10″ West 267.67 feet to intersect the western boundary of Baltimore City established in 1918, thence binding on said boundary due north 123 feet more or less to intersect the northwest side of said Edmondson Avenue; thence binding on the northwest side of said Edmondson Avenue the two following courses and distances, namely: northeasterly 181 feet more or less and northeasterly 283 feet more or less; and thence South 61°-18′-50″ East 50 feet more or less to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the sixteenth day of April in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Edmondson Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provi-

sions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 14, 1928.

WM. F. BROENING, *Mayor.*

No. 500.

An ordinance to condemn, open and grade Palormo Avenue, 40 feet wide, from the north side of Frederick Road to the southwest side of Old Frederick Road, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the sixteenth day of April, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Palormo Avenue, with a width of 40 feet from the north side of Frederick Road to the southwest side of Old Frederick Road, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the north side of Frederick Road, as now laid out 66 feet wide, at the distance of 426.99 feet easterly from the point formed by the intersection

of the north side of said Frederick Road and the east side of Whiteford Avenue, as now laid out, said point of beginning being on the westernmost outline of the land belonging to the Mayor and City Council of Baltimore and recorded among the Land Records of Baltimore City in Liber J. B. No. 1235, folio 12; the coordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 17102.67 feet and South 5790.39 feet; and running thence binding on said outline North 11°-18′-10″ East 465 feet more or less to intersect the southwest side of Old Frederick Road, as now laid out; thence binding on the southwest side of said Old Frederick Road southeasterly 43 feet more or less to intersect a line drawn parallel with and distant 40 feet easterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon South 11°-18′-10″ West 448 feet more or less to intersect the north side of said Frederick Road; and thence binding on the north side of said Frederick Road, North 78°-15′-00″ West 40 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the sixteenth day of April in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for

Opening Streets, with reference to the condemnation and opening of said Palormo Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 14, 1928.

WM. F. BROENING, *Mayor.*

No. 501.

An ordinance to condemn and close a part of Lexington Street, as condemned and widened under Ordinance No. 919, approved May 18, 1923, from the easternmost side of Gay Street to the westernmost side of Frederick Street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the third day of May, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close a part of Lexington Street, as condemned and widened under Ordinance No. 919, approved May 18, 1923, from the easternmost side of

Gay Street to the westernmost side of Frederick Street, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point on the easternmost side of Gay Street, as now laid out at the distance of 26.01 feet northwesterly from the point formed by the intersection of the northernmost side of Lexington Street, as now laid out, and the easternmost side of said Gay Street; thence binding on the easternmost side of said Gay Street northwesterly 18.82 feet to the beginning of the second line of Lexington Street, as condemned and widened under Ordinance No. 919, approved May 18, 1923; thence binding on the said second line northeasterly 161 feet to intersect the westernmost side of Frederick Street, as now laid out; thence binding on the westernmost side of said Frederick Street southeasterly 19.76 feet; thence South 86°-50′-44″ West 161.19 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the third day of May in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said part of Lexington Street, and the proceedings and rights of all

parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto, and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 14, 1928.

WM. F. BROENING, *Mayor.*

No. 502.

An ordinance granting permission to Albert Svasek to erect a kitchenette in the rear of his premises 2325 E. Madison street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Albert Svasek to erect a kitchenette 8 ft. wide and 14 ft. long in the rear of his premises 2325 E. Madison street; the end and sides of said kitchenette to be of concrete block construction with tin roof, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1928.

WM. F. BROENING, *Mayor.*

No. 503.

An ordinance to amend Sheet No. 1 of the Area District Maps accompanying Ordinance No. 922, approved May 19, 1923, known as the Zoning Ordinance, by changing from the "C" Area to the "E" Area all of the property abutting on both sides of Liberty Heights Avenue, from the west side of Calloway Avenue to the east side of Ayrdale Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Sheet No. 1 of the Area District Maps accompanying Ordinance No. 922, approved May 19, 1923, and known as the Zoning Ordinance, be and it is hereby amended by changing from the "C" Area to the "E" Area all of the property abutting on both sides of Liberty Heights avenue, from the west side of Calloway avenue to the east side of Ayrdale avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1928.

WM. F. BROENING, *Mayor.*

No. 504.

An ordinance to waive the provisions of Ordinance No. 243 of 1924, which prohibits the sale of gasoline within 300 feet of a church, in so far as said ordinance applies to the premises of The Lord Baltimore Filling Stations, Inc., at the southwest corner of North Avenue and Gold street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of 1924, which prohibits the sale of gasoline within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of The Lord Baltimore Filling Stations, Inc., at the southwest corner of North Aveue and Gold street; provided, however, that any tanks and pumps which may be installed on said premises shall be installed after approval by the Board of Estimates, in accordance with the provisions of Ordinances Nos. 534, approved Dec. 24, 1925, and 644 approved May 3, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1928.

WM. F. BROENING, *Mayor.*

No. 505.

An ordinance making Pleasant street, from St. Paul Place to Calvert street, a one-way street for vehicular traffic.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Pleasant street,

from St. Paul Place to Calvert street, be and it is hereby declared to be a one-way street for vehicular traffic and to be used by such traffic in a westerly direction only.

SECTION 2. *And be it further ordained,* That any person violating the provisions of this ordinance shall be subject to a penalty not exceeding ten dollars ($10.00) for each and every offense.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1928.

WM. F. BROENING, *Mayor.*

No. 506.

An ordinance granting permission to The Roland Park Co. to use its present building on the south side of Cable street (formerly C street), west of Wilmslow road (formerly Ashland avenue), as a garage for the storage of its own cars only.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to The Roland Park Co. to use, as a garage for the storage of its own cars only, its present building approximately 40 ft. x 90 ft. on the south side of Cable street (formerly C Street), west of Wilmslow road (formerly Ashland avenue), the said building being of concrete block construction, with slate roof on frame. Provided, however, if at any time any building shall be erected

within 100 ft. of said structure, the said The Roland Park Co. shall be required to replace the present roof under the supervision of the Bureau of Buildings of Baltimore City, in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1928.

WM. F. BROENING, *Mayor.*

No. 507.

An ordinance to condemn and close several portions of Fayette street, as condemned and widened under Ordinance No. 920, approved May 18, 1923, from the east side of Gay street to the southwest side of The Fallsway, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-first day of May, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close several portions of Fayette Street, as condemned and widened under Ordinance No. 920, approved May 18, 1923, from the east side of Gay Street to the southwest side of The Fallsway, the land hereby directed to be condemned for said Fayette Street being described as follows:

Beginning for the first portion at a point on the east side of Gay Street, as now laid out at the distance of 20.85 feet southerly from the

point formed by the intersection of the south side of Fayette Street, as condemned and opened under Ordinance No. 79 of the January session of 1846, and the east side of said Gay Street; and running thence binding on the east side of said Gay Street South 04°-06′-00″ East 45.15 feet to the beginning of the second line of Fayette Street, as condemned and widened under Ordinance No. 920, approved May 18, 1923; thence binding on said second line North 86°-50′-00″ East 166 feet to intersect the west side of Frederick Street, as now laid out; thence binding on the west side of said Frederick Street North 04°-48′-00″ West 45.12 feet; and thence South 86°-50′-44″ West 165.45 feet to the place of beginning.

Beginning for the second portion at a point on the east side of Frederick Street, as now laid out at the distance of 20.11 feet southerly from the point formed by the intersection of the south side of Fayette Street, as condemned and opened under Ordinance No. 79 of the January session of 1846, and the east side of said Frederick Street; and running thence binding on the east side of said Frederick Street South 04°-48′-00″ East 31.89 feet to the beginning of the fourth line of Fayette Street, as condemned and widened under Ordinance No. 920, approved May 18, 1923; thence binding on the fourth, fifth, sixth, seventh, and eighth lines of said Fayette Street, as condemned under Ordinance No. 920, approved May 18, 1923, the five following courses and distances, namely: North 86°-08′-00″ East 142.50 feet; South 04°-48′-00″ East 14 feet, North 86°-08′-00″ East 22.50 feet, North 04°-48′-00″ West 30.17 feet, and North 86°-08′-00″ East 111.67 feet to intersect the west side of Harrison Street, as now laid out; thence bind-

ing on the west side of said Harrison Street northerly 12.29 feet; and thence South 86°-50′-44″ West 277.05 feet to the place of beginning.

Beginning for the third portion at a point on the east side of Harrison Street, as now laid out at the distance of 14.1 feet southerly from the point formed by the intersection of the south side of Fayette Street, as condemned and opened under Ordinance No. 79 of the January Session of 1846, and the east side of said Harrison Street; and running thence binding on the east side of said Harrison Street southerly 11.48 feet to intersect the partition wall there situate, which wall is described in an agreement recorded among the Land Records of Baltimore City, in Liber S. C. L. No. 3037, folio 59; thence binding on the said partition wall North 86°-03′-40″ East 135.92 feet to intersect the southwest side of The Fallsway, as now laid out; thence binding on the southwest side of said Fallsway North 24°-07′-00″ West 10.30 feet; and thence South 86°-50′-44″ West 132.12 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-first day of May in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Fayette Street, and

the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 14, 1928.

WM. F. BROENING, *Mayor.*

No. 508.

An ordinance to condemn and close a 10 foot alley 100 feet north of Eastern Avenue, from the west side of East Avenue westerly 75 feet to the east side of a 10 foot alley, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-first day of May, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close a 10 foot alley 100 feet north of Eastern Avenue from the west side of East Avenue westerly 75 feet to the east side of a 10 foot alley, the land hereby directed to be condemned for said alley being described as follows:

Beginning for the same at a point on the west side of East Avenue, 70 feet wide, at the distance of 100 feet northerly from the point formed by the intersection of the north side of Eastern Avenue, 70 feet wide, and the west side of said East Avenue; and running thence binding on the west side of said East Avenue northerly 10 feet; thence westerly parallel with said Eastern Avenue 75 feet to intersect the east side of a 10 foot alley there laid out; thence southerly binding on the east side of said 10 foot alley 10 feet; and thence westerly parallel with said Eastern Avenue 75 feet to the place of beginning.

The said alley as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-first day of May in the year 1928, and is now on file in the said office.

Section 1½. *And be it further ordained,* that no structure or structures of any kind shall be erected in the bed of said alley after the same shall be closed until all the sub-surface structures and public utilities therein and connecting therewith shall have been removed, relocated, changed, and altered, and all paving restored, wherever disturbed, in accordance with the specifications and under the direction of the Highways Engineer of Baltimore City and at the expense of the person, persons or body corporate desiring to erect such structure or structures.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said alley, and the proceedings and rights of all parties interested

or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 14, 1928.

WM. F. BROENING, *Mayor.*

No. 509.

An ordinance to repeal and reordain with amendments Ordinance No. 440, approved June 2, 1928, entitled "An ordinance granting permission to Anthony Jankowrak to erect an individual garage in the rear of his premises 2602 Hudson street."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 440, approved June 2, 1928, entitled "An ordinance granting permission to Anthony Jankowrak to erect an individual garage in the rear of his premises 2602 Hudson street," be and it is hereby repealed and reordained with amendments, to read as follows:

That permission be and the same is hereby granted to Anthony Jankowrak to erect an individual garage 14 ft. wide and 16 ft. long in the rear of his premises 2602 Hudson street;

the said garage to be of concrete block construction, to adjoin frame sheds on each side, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said city.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1928.

WM. F. BROENING, *Mayor.*

No. 510.

An ordinance to condemn and close two portions of Belvedere Avenue, as condemned and opened under Ordinance No. 575, approved March 22, 1926, from the northeast side of Park Heights Avenue to the northeast side of Palmer Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-first day of May, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close two portions of Belvedere Avenue, as condemned and opened under Ordinance No. 575, approved March 22, 1926, from the northeast side of Park Heights Avenue to the northeast side of Palmer Avenue, the land hereby directed to be condemned for said Belvedere Avenue being described as follows:

Beginning for the First portion at a point formed by the intersection of the northeast side of Park Heights Avenue, as condemned

and opened 85 feet wide, and the northwest side of Belvedere Avenue, as condemned and opened under Ordinance No. 575, approved March 22, 1926, the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 17053.20 feet and North 18815.09 feet; and running thence binding on the northwest side of said Belvedere Avenue the two following courses and distances, namely: North 50°-34′-00″ East 18.71 feet and North 55°-07′-40″ East 589.67 feet; thence South 35°-13′-30″ East 27.88 feet to intersect the northwest side of Belvedere Avenue, as now proposed to be condemned and widened from Park Heights Avenue to Falls Road; thence binding on the northwest side of said Belvedere Avenue, as now proposed to be condemned and widened South 57°-36′-40″ West 609.05 feet to the place of beginning.

Beginning for the Second portion at the point formed by the intersection of the northeast side of Park Heights Avenue, as condemned and opened 85 feet wide, and the southeast side of Belvedere Avenue, as now laid out 60 feet wide; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 16957.20 feet and North 18759.72 feet; and running thence southeasterly binding on the northeast side of said Park Heights Avenue by a line curving to the right with a 2084.60 foot radius the distance of 1.32 feet, which arc is subtended by a chord bearing South 58°-29′-14″ East 1.32 feet to intersect the southeast side of Belvedere Avenue, as condemned and opened under Ordinance No. 575, approved March 22, 1926; thence binding on the southeast side of said Belvedere Avenue,

as condemned and opened under said Ordinance, North 50°-34′-00″ East 17.05 feet to intersect the southeast side of said Belvedere Avenue, 60 feet wide; and thence binding on the southeast side of said Belvedere Avenue, 60 feet wide, South 54°-38′-40″ West 17.52 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-first day of May in the year 1928, and is now on file in the said office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Belvedere Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 14, 1928.

WM. F. BROENING, *Mayor.*

No. 511.

An ordinance granting permission to Fredk. Janey to erect a brick addition in the rear of his premises 525 S. Potomac street, for use as a kitchen.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Fredk. Janey to erect a brick addition in the rear of his premises 525 S. Potomac street, for use as a kitchen; the said addition to be one story high, 13 ft. 6 in. wide and 8 ft. deep and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1928.

WM. F. BROENING, *Mayor.*

No. 512.

An ordinance authorizing and directing the City Collector and Collector of State Taxes for Baltimore City from time to time to designate and appoint such banks and/or trust companies in Baltimore City as have been previously approved by the Commissioners of Finance as City depositories as his agents and assistants in the collection of taxes and other municipal charges as he may deem necessary or desirable for the convenience of the public; providing for the establishment and use of necessary forms and paraphernalia to execute the provisions of this ordinance; and validating receipts issued by such banks and trust companies pursuant to the authority by this ordinance granted.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the City Collec-

tor and Collector of State Taxes for Baltimore City be and he is hereby authorized and directed from time to time, as may in his judgment become necessary or desirable for the convenience of the public, to designate and appoint such banks and/or trust companies in Baltimore City as have been previously approved by the Commissioners of Finance as City depositories, to act as his agents and assistants in the collection of State and City taxes and all other municipal charges and assessments.

SECTION 2. *And be it further ordained,* That the City Collector and Collector of State Taxes for Baltimore City be and he is hereby authorized and directed to provide and establish such forms of receipts, blanks for daily reports, and such other paraphernalia as he may deem necessary in the execution of this ordinance.

SECTION 3. *And be it further ordained,* That municipal bills receipted by any bank or trust company so designated shall have the same force and effect as if the same had been receipted by the Bureau of Receipts of Baltimore City.

SECTION 4. *And be it further ordained,* That no agreement made by the City Collector and Collector of State Taxes with any bank or trust company, pursuant to the authority by this ordinance granted shall be binding on the City, unless the same shall have been approved by the Board of Estimates.

SECTION 5. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1928.

WM. F. BROENING, *Mayor.*

No. 513.

An ordinance to authorize the Building and Loan Association of Baltimore City, Inc., a body corporate, to erect an electric sign, not to exceed four and one-half feet by ten and one-half feet by one foot, on the roof of the porch of its premises at 2546 Edmondson avenue, said sign to be installed inside of the building line.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Building and Loan Association of Baltimore City, Inc., a body corporate, be and it is hereby authorized to erect an electric sign on the roof of the porch of its premises at 2546 Edmondson avenue, the said sign to be installed inside of the building line of the said premises, to be not more than four and one-half feet by ten and one-half feet by one foot, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 17, 1928.

WM. F. BROENING, *Mayor.*

No. 514.

An ordinance to condemn, open, widen and grade Washington Boulevard from its present width of 60 feet to a width of 80 feet, from a point 27.67 feet northeasterly from Monroe Street southwesterly to the northeast side of the right of way of the Baltimore and Ohio Railroad (Curtis Bay Branch); and from the southwest side of the right of way of the Baltimore and Ohio Railroad (Curtis Bay Branch) to the southwestern boundary of Baltimore City established in 1918, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the third day of May, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Washington Boulevard, from its present width of 60 feet to a width of 80 feet, from a point 27.67 feet northeasterly from Monroe Street southwesterly to the northeast side of the right of way of the Baltimore and Ohio Railroad (Curtis Bay Branch); and from the southwest side of the right of way of the Baltimore and Ohio Railroad (Curtis Bay Branch) to the southwestern boundary of Baltimore City established in 1918, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the First at a point formed by the intersection of the southwest side of Monroe Street, as now laid out 66 feet wide; and the northwest side of Washington Boulevard, as now laid out 60 feet wide; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 7541.24 feet and South 8085.83 feet; and running thence binding on the northwest side of said Washington Boulevard South 44°-42′-00″ West 1987.65 feet; thence South 41°-41′-18″ West 1917.27 feet; thence South 40°-41′-07″ West 695 feet more or less to intersect the northeast side of the right of way of the Baltimore and Ohio Railroad (Curtis Bay Branch); thence binding on the northeast side of said right of way southeasterly 81 feet more or less to intersect a line drawn parallel with and distant 80 feet southeasterly measured at right angles from the third line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 80 feet southeasterly measured at right

angles from the second and first lines, respectively, of this description, the three following courses and distances, namely: North 40°-41′-07″ East 700 feet more or less, North 41°-41′-18″ East 1914.47 feet, and North 44°-42′-00″ East 2051.66 feet; thence North 08°-48′-50″ East 34.13 feet to intersect the southeast side of said Washington Boulevard; thence binding on the southeast side of said Washington Boulevard South 44°-42′-00″ West 93.67 feet to intersect the southwest side of said Monroe Street; and thence binding on the southwest side of said Monroe Street northwesterly 60 feet to the place of beginning.

Beginning for the Second at a point in the southwestern boundary of Baltimore City as established in 1918, said point being South 60°-39′-50″ East 58.26 feet from the stone marking said boundary and located about 5 feet northwest of the northwest edge of the paved roadway of Washington Boulevard, said stone being recorded and referenced in the file of the Bureau of Plans and Surveys as boundary stone number 9511; the co-ordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 13668.39 feet and South 14668.49 feet; and running thence North 49°-34′-24″ East 1279.09 feet; thence by a line curving to the left with a 3991.54 foot radius the distance of 573.43 feet, which arc is subtended by a chord bearing North 45°-27′-28″ East 572.93 feet; thence North 41°-20′-32″ East 1480 feet; thence North 40°-41′-07″ East 900 feet more or less to intersect the southwest side of the right of way of the Baltimore and Ohio Railroad (Curtis Bay Branch); thence binding on the southwest side of said right of way north-

westerly 86 feet more or less to intersect a line drawn parallel with and distant 80 feet northwesterly measured at right angles from the fourth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 80 feet northwesterly measured at right angles from the third, second and first lines, respectively of this description, the four following courses and distances, namely: South 40°-41′-07″ West 932 feet more or less, South 41°-20′-32″ West 1479.55 feet, by a line curving to the right with a 3911.54 foot radius the distance of 561.43 feet, which arc is subtended by a chord bearing South 45°-27′-28″ West 561.45 feet and South 49°-34′-24″ West 1308.59 feet to intersect the said southwestern boundary of Baltimore City; and thence binding on the said southwestern boundary of Baltimore City South 60°-39′-50″ East 85.26 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Boulevard as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the third day of May in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Washington Boulevard, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such

provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 17, 1928.

WM. F. BROENING, *Mayor.*

No. 515.

An ordinance authorizing the Board of Estimates to sell in accordance with Section 13 of the City Charter, a lot of ground at the corner formed by the northwest side of Carlisle avenue and the south side of Powhatan avenue, said property being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Board of Estimates be and is hereby authorized to sell, in accordance with Section 13 of the City Charter, all that lot of ground which is described as follows:

Beginning for lot 1 at the corner formed by the Northwesternmost side of Carlisle Avenue as now open, and the Northwesternmost side of Carlisle Avenue as now in process of condemnation and closing; and running thence binding on said side of Carlisle Avenue as now open, by a

curve to the East and a Northerly direction of 42.60 feet, which curve has a chord extending North 75 degrees 27 minutes East 42.49 feet and a radius of 170 feet to a bend in said side of Carlisle Avenue; thence still binding on said side of Carlisle Avenue North 68 degrees 16 minutes 14 seconds East 59.76 feet to a bend in said side of Carlisle Avenue; thence by a curve to the East and in a Northerly direction and still binding on said side of Carlisle Avenue 117.41 feet which curve has a chord extending North 17 degrees 58 minutes 22 seconds East 102.90 feet and a radius of 66.87 feet to the Northwesternmost side of Carlisle Avenue as now in process of condemnation and closing; thence binding on said side of Carlisle Avenue as aforesaid, South 44 degrees 29 minutes 40 seconds West 183.19 feet to the place of beginning.

Courses and also co-ordinates in this description are referred to the true meridian as established by the Topographical Survey Commission of the City of Baltimore. Said property being no longer needed for public use.

All the rights of the Mayor and City Council of Baltimore in and to all the streets, avenues, lanes and alleys, in the aforegoing descriptions are hereby specially reserved.

Section 2. *And be it further ordained*. that no deed or deeds shall pass in accordance with the above section, unless the same shall have been approved by the City Solicitor.

Approved July 17, 1928.

WM. F. BROENING, *Mayor*.

No. 516.

An ordinance granting permission to the Junction Building Co. to erect two buildings on the property fronting along the south side of Gwynn Oak Avenue, between Maine and Woodbine avenues, for use as stores, offices and apartments.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to the Junction Building Co. to erect two buildings on the property fronting 187 ft. along the south side of Gwynn Oak avenue, between Maine and Woodbine avenues, 197 ft. on Woodbine avenue and 139 ft. on Maine avenue; the building to be used for stores and offices to front 187 ft. on Gwynn Oak avenue, to be one story high, to have a depth of 40 ft. and to extend to the building line on Gwynn Oak avenue; the building to be used for apartments to front 100 ft. on Woodbine avenue, to be two stories high, to have a depth of 75 ft. and to set back from the building line in line with the other buildings fronting on Woodbine avenue; both of said buildings to be of brick construction and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 18, 1928.

WM. F. BROENING, *Mayor.*

No. 517.

An ordinance granting permission to Dr. Marion F. Bell to erect an individual metal garage in the rear of his premises 716 N. Luzerne avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Dr. Marion F. Bell to erect an individual metal garage 10 ft. wide, 14 ft. 6 in. long and 8 ft. high in the rear of his premises 716 N. Luzerne avenue; the said garage to be within 3 ft. of a frame kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 18, 1928.

WM. F. BROENING, *Mayor.*

No. 518.

An ordinance granting permission to Max M. Buettner to erect an individual metal garage in the rear of his premises 1170 Cleveland street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Max M. Buettner to erect an individual metal garage in the rear of his premises 1170 Cleveland street; the said garage to be within 1 ft. of a frame

extension and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 18, 1928.

WM. F. BROENING, *Mayor.*

No. 519.

An ordinance granting permission to Frank Kocyan to erect a brick addition in the rear of his premises 1718 Eastern avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Frank Kocyan to erect a two-story brick addition in the rear of his premises 1718 Eastern avenue, the first story to be used as a private garage and the second story as a kitchen; the said addition to replace the present frame garage and, together with the present building, to occupy the entire lot, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 18, 1928.

WM. F. BROENING, *Mayor.*

No. 520.

An ordinance granting permission to F. Miller to erect an individual garage in the rear of his premises 401 N. Belnord avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to F. Miller to erect an individual garage 10 ft. wide and 14 ft. 8 in. long in the rear of his premises 401 N. Belnord avenue; the said garage to be of metal construction, to be within 4 ft. 6 in. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 18, 1928.

WM. F. BROENING, *Mayor.*

No. 521.

An ordinance granting permission to Samuel Shochet to erect an individual metal garage in the rear of his premises 2000 Walbrook avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Samuel Shochet to erect an individual metal garage 9 ft. wide and 18 ft. long in the rear of his premises 2000 Walbrook avenue; the said garage to

be within 5 ft. of a frame open porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 18, 1928.

WM. F. BROENING, *Mayor.*

No. 522.

An ordinance granting permission to Bernard Hayes to erect an individual metal garage in the rear of his premises 1901 W. Fairmount avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Bernard Hayes to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises 1901 W. Fairmount avenue; the said garage to be within 6 ft. of the building on said premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 18, 1928.

WM. F. BROENING, *Mayor.*

No. 523.

An ordinance granting permission to Frank Nachodsky to erect an individual metal garage in the rear of his premises 821 N. Belnord avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Frank Nachodsky to erect an individual metal garage 9 ft. wide and 14 ft. long in the rear of his premises 821 N. Belnord avenue; the said garage to be within 4½ ft. of the dwelling on the same premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 18, 1928.

WM. F. BROENING, *Mayor.*

No. 524.

An ordinance granting permission to Frank C. Wontrop to enlarge the present kitchenette in the rear of his premises 2314 E. Madison street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Frank C. Wontrop to enlarge the present kitchenette to be 5 ft. wide 14 ft. long and 9 ft. high in the rear of his premises 2314 E. Madison street; the sides of said kitchenette to be of corrugated iron,

the rear to be of asbestos shingles, to be within 2 ft. of a metal garage on the same premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 18, 1928.

WM. F. BROENING, *Mayor.*

No. 525.

An ordinance granting permission to Chas. E. Witt to erect an individual metal garage in the rear of his premises 707 N. Streeper street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Chas. E. Witt to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises 707 N. Streeper street; the said garage to be within 4 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 18, 1928.

WM. F. BROENING, *Mayor.*

No. 526.

An ordinance granting permission to H. A. Schoppord to erect an individual metal garage in the rear of his premises 904 N. Patterson Park avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to H. A. Schoppord to erect an individual metal garage 10 ft. wide and 15 ft. long in the rear of his premises 904 N. Patterson Park avenue; the said garage to be within 4 ft. of a frame kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 18, 1928.

WM. F. BROENING, *Mayor.*

No. 527.

An ordinance granting permission to Hyman Riesch to erect an individual metal garage in the rear of his premises 222 N. Luzerne avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Hyman Riesch to erect an individual metal garage 10 ft. wide and 15 ft. long in the rear of his premises 222 N. Luzerne avenue; the said garage to be within 2 ft. of a frame kitchenette and to be

erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 18, 1928.

WM. F. BROENING, *Mayor.*

No. 528.

An ordinance granting permission to Chas. McKinstry to erect an individual metal garage in the rear of his premises 1519 N. Eden street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Chas. McKinstry to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises 1519 N. Eden street; the said garage to be within 2 ft. of an open frame porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SEC. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 18, 1928.

WM. F. BROENING, *Mayor.*

No. 529.

An ordinance granting permission to G. Schlepegill to erect an individual metal garage in the rear of his premises 1636 Cliftview avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to G. Schlepegill to erect an individual metal garage 9 ft. wide and 14 ft. long in the rear of his premises 1636 Cliftview avenue; the said garage to be within 4½ ft. of a frame structure and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 18, 1928.

WM. F. BROENING, *Mayor.*

No. 530.

An ordinance granting permission to Miss M. E. Weidefield to erect an individual metal garage in the rear of her premises 1603 N. Caroline street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Miss M. E. Weidefield to erect an individual metal garage 9½ feet wide and 18 feet long in the rear of her premises 1603 N. Caroline street, and to face on Federal street; the said garage to be within 6

in. of the brick rear wall of the house on the same premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City, in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 18, 1928.

WM. F. BROENING, *Mayor.*

No. 531.

An ordinance granting permission to Robert Lee Byrum to enlarge the present building, known as "The Good Time Theatre," at 1401 N. Milton Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Robert Lee Byrum to enlarge the present building, known as "The Good Time Theatre," at 1401 N. Milton avenue, by extending the same northward about 15 ft. from the present north wall of the theatre to and including the 13-inch party wall of the adjoining building to the north. Provided, however that in making said extension, the said Robert Lee Byrum shall be permitted to continue the present ceiling and roof, to use the same type of construction for ceiling and roof in the extension and to remove the north wall of the present building. In all other respects the said extension shall be constructed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 18, 1928.

WM. F. BROENING, *Mayor.*

No. 532.

An ordinance to repeal and reordain with amendments Section 54 of Article 4 of the Baltimore City Code of 1906, entitled "Carriages, Carts and Hacks," as said section was ordained by Ordinance No. 823, approved Sept. 28, 1926, and known as the Traffic Ordinance restricting parking on streets adjoining or abutting on the City Markets and on streets within the limits of said markets.

SECTION 1. *Be it ordained by the Mayor and* City Council of Baltimore, That Section 54 of Article 4 of the Baltimore City Code of 1906, entitled "Carriages, Carts and Hacks," as said section was ordained by Ordinance No. 823, approved Sept. 28, 1926, be and the same is hereby repealed and reordained with amendments, to read as follows:

54. Markets. No vehicle shall be permitted to stand for a longer period than two hours continuously on any street adjoining or abutting on any of the city markets or on any street within the limits of any city market, between the hours of eight (8.00) A. M. and six (6.00) P. M. on any day except Sundays. Provided, however, that this section shall not apply to owners of vehicles who are authorized to sell produce or any other commodity direct from their vehicles, provided, further, That nothing in this section shall apply to any adjoining or

abutting street for a distance of more than two city blocks beyond the legal limits of any city market, nor shall anything in this section or in any preceding section of this article apply to or be construed, as applying to the following described streets or parts of streets in and about the vicinity of the Centre Market; that is to say,

Beginning on the south building line of Baltimore Street; south building line of Baltimore Street to the west side of Market Place; west side of Market Place to south side of Pratt Street; south side of Pratt Street to the east side of West Falls Avenue; each side of West Falls Avenue to Baltimore Street, thence to the place of beginning.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 19, 1928.

WM. F. BROENING, *Mayor.*

No. 533.

An ordinance authorizing the sale of a lot of ground on the south side of Woodland avenue 200 feet west of Lawrence avenue, being lot No. 9 in block 3 on the plat of Heathbrook.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Comptroller of Baltimore City be, and he is hereby authorized to sell, in accordance with the provisions of Section 13 of the City Charter, the lot of ground described as follows:

Beginning for the same on the South side of Woodland Avenue 200 feet West of the West side of Lawrence Avenue, running thence Westerly on the South side of Woodland Avenue 25 feet to an even depth for width Southeasterly of 120 to the North side of a 15 foot alley.

Being Lot No. 9 in Block 3 on the Plat of Heathbrook.

The Mayor and City Council of Baltimore however, reserving to itself, its successors and assigns, the right of laying beneath the surface of the soil of the said property, at the East end of the said lot hereby to be sold, an 8 foot right of way for the laying at any time of pipes and conduits for sewer and water pipes, or power fixtures.

Said lot of ground now belonging to the Mayor and City Council of Baltimore and being no longer needed for public use.

The mention of streets, avenues and alleys in the above description is for the purpose of description only and the right of the Mayor and City Council of Baltimore, in and to the same is to be specially reserved.

SECTION 2. *And be it further ordained,* That no deed or deeds shall pass in accordance with the above Section unless the same shall be approved by the City Solicitor.

Approved July 19, 1928.

WM. F. BROENING, *Mayor.*

No. 534.

An ordinance granting permission to the Fidelity Amusement Corporation to construct at 614-616-618 North Gilmor Street, a building to be used for a moving picture theatre and bowling alleys.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to the Fidelity Amusement Corporation to construct a fireproof building for use as a moving picture theatre, with bowling alleys to be built in the basement, and for other uses on the premises known as 614-616-618 North Gilmor Street, (said premises being on the west side of Gilmor Street, beginning at a point 191 feet 6 inches north of the northwest corner of Gilmor Street and Edmondson Avenue and running northerly therefrom 61 feet, and having a depth of 156 feet 10½ inches extending to an alley which parallels Gilmor Street); said building to be erected in conformity with the building laws of the City of Baltimore and under the supervision of the Bureau of Buildings of Baltimore City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved August 6, 1928.

HOWARD BRYANT,

Acting Mayor.

No. 535.

An ordinance granting permission to Construction Mortgage Company, a corporation, to use their premises, in the rear of 413-15-17-19 W. North Avenue, said premises fronting in Montreal Street for a distance of 46 feet 10½ inches, on Mt. Royal Avenue for a distance of 44 feet 1½ inches, on McMechen Street for a distance of 109 feet 11¾ inches and then running parallel to Mt. Royal Avenue for a distance of 12 feet from which point it runs in a northwesterly direction at an angle for a distance of 104 feet and 5 inches, to Montreal Street, for the sale of gasoline and other motor fuels and to install thereon 4 gasoline tanks and 4 gasoline pumps.

Whereas Ordinance No. 243, approved October 18th, 1924, prohibits the installation of gasoline tanks within 300 feet of a church; therefore

Section 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Construction Mortgage Company, a corporation, to use their premises, in the rear of 413-15-17-19 W. North Avenue, said premises fronting on Montreal Street for a distance of 46 feet 10½ inches, on Mt. Royal Avenue for a distance of 44 feet 1½ inches, on McMechen Street for a distance of 109 feet 11¾ inches and then running parallel to Mt. Royal Avenue for a distance of 12 feet from which point it runs in a northwesterly direction at an angle for a distance of 104 feet and 5 inches to Montreal Street, for the sale of gasoline and other motor fuels and to install thereon four one thousand gallon gasoline tanks and four gasoline pumps, provided, however, that the said tanks and pumps shall be installed in accordance with the provisions of Ordinances Nos. 534, approved Dec. 24, 1925, and 644, approved May 3, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved August 16, 1928.

HOWARD BRYANT,

Acting Mayor.

No. 536.

An ordinance granting permission to Jesse Esslinger to erect an additional individual garage in the rear of his premises 3915 Walnut avenue, Overlea.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Jesse Esslinger to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises 3915 Walnut avenue, Overlea; the said garage to be within 10 ft. of a frame garage, to be the third individual garage on the same premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved August 21, 1928.

HOWARD BRYANT,

Acting Mayor.

No. 537.

An ordinance to authorize the Mayor and City Council of Baltimore (subject to the approval of the General Assembly of Maryland), to issue additional stock or certificates of indebtedness to an amount not exceeding Two Million, Five Hundred Thousand Dollars ($2,500,000.00), for the purpose of establishing, developing and maintaining a public airport for the City of Baltimore to accommodate land and sea planes and for all other port purposes; and authorizing and empowering the Mayor and City Council of Baltimore for that purpose to acquire by purchase, lease or condemnation land and other property and any right or interest therein or appurtenant thereto, within and without the City of Baltimore (provided, however, that no land or other property so acquired shall be located more than three miles beyond the present corporate limits of the City of Baltimore); and further authorizing and empowering the Mayor and City Council of Baltimore to improve, extend and develop any such land or other property so acquired, including the waters adjacent to and in the vicinity thereof, and to construct such buildings, wharves, docks, bulkheads, hangars and other facilities and to do all other things that may be necessary, convenient or desirable in connection with the establishment, development and maintenance of such airport.

Whereas, pursuant to the authority conferred by Chapter 431 of the Acts of the General Assembly of Maryland of 1927, and of the Ordinance of the Mayor and City Council of Baltimore known as Ordinance No. 1057, approved April 13, 1927, and thereafter duly submitted to and ratified by the voters of Baltimore City, stock or certificates of indebtedness to the amount of One million, five hundred thousand dollars ($1,500,000.00) have been sold and issued for the purpose of establishing and maintaining an airport in the City of Baltimore; and

Whereas, it appears from a further study of the project that the said sum of One Million, five hundred thousand dollars ($1,500,000.00) is insufficient to establish an airport for the accommodation of land and sea planes on a scale com-

mensurate with the needs of the City of Baltimore.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that the Commissioners of Finance be, and they are hereby authorized and directed to issue additional stock or certificates of indebtedness of the City of Baltimore to an amount not exceeding Two million, five hundred thousand dollars ($2,500,000.00), from time to time as the same may be required for the purpose herein mentioned; and the said additional stock or certificates of indebtedness hereby authorized shall be sold by the said Commissioners of Finance from time to time and at such times as shall be requisite; and the proceeds of the sale of said additional stock or certificates of indebtedness, not exceeding the par value thereof, shall be used for the purposes herein mentioned; provided that this Ordinance shall not become effective unless it shall be approved by a majority of the votes of the legal voters of the City of Baltimore cast at the time and place hereinafter designated by this Ordinance, and unless the debt authorized by this Ordinance shall also be authorized and approved by an Act of the General Assembly of Maryland at its session of the year 1929.

SECTION 2. *And be it further ordained,* that said additional stock or certificates of indebtedness shall be issued in denominations of One thousand dollars ($1,000.00) or multiples thereof, to be redeemable in thirty-five (35) yearly series; the first series amounting to Seventy-one thousand dollars ($71,000.00) to be redeemable on the first day of August, 1934; and a series of the same amount, to wit, Seventy-one

thousand dollars ($71,000.00) to be redeemable on August first of each succeeding year until and including the year 1953; and a series amounting to Seventy-two thousand dollars ($72,000.00) to be redeemable on the first day of August, 1954; and a series of the same amount, to wit, Seventy-two thousand dollars ($72,000.00) to be redeemable on August first of each succeeding year until and including the year 1968, when the last series shall have been redeemed.

Said additional stock or certificates of indebtedness, when issued, shall bear interest at such rate or rates, not exceeding, however, five per cent. (5%) per annum, as may be determined by the Commissioners of Finance at the time when any of said additional stock or certificates of indebtedness are issued, the interest to be payable semi-annually on the first day of February and the first day of August in each year during the respective periods that the series in which said stock or certificate of indebtedness are issued, may run; and any portion or all of said stock or certificates of indebtedness may be registered or not registered, and said stock or certificates of indebtedness, or any portion thereof, shall or shall not have interest coupons attached, all as may be determined from time to time by the Commissioners of Finance.

Section 3. *And be it further ordained,* that a sum sufficient to meet the interest on any outstanding stock or certificates, as well as the principal of the current maturing series of said stock or certificates of indebtedness, shall be annually collected by taxation, and that a rate sufficient to produce said sum shall be levied in each year upon every One hundred dollars

($100.00) worth of assessable property in the City of Baltimore, and in the proper proportion for any greater or less amount.

SECTION 4. *And be it further ordained,* that this Ordinance shall be submitted to the legal voters of the City of Baltimore for their approval or disapproval at the election to be held in Baltimore City on the sixth day of November, 1928.

SECTION 5. *And be it further ordained,* that a copy of this Ordinance and notice of the time for holding said election shall be published in at least two (2) newspapers published in the City of Baltimore twice a week for two (2) weeks prior to said election, the first publication to be not later than October 25, 1928.

SECTION 6. *And be it further ordained,* that the proceeds of the additional stock or certificates of indebtedness hereby authorized to be issued, not exceeding the par value thereof, shall be used for the purpose of establishing, developing and maintaining a public airport for the City of Baltimore to accommodate land and sea planes and for all other port purposes; and to acquire by purchase, lease or condemnation land and other property and any right or interest therein or appurtenant thereto, within and without the City of Baltimore (provided, however, that no land or other property so acquired shall be located more than three miles beyond the present corporate limits of the City of Baltimore); and to improve, extend and develop such land or other property so acquired, including the water adjacent to and in the vicinity thereof; and to construct such buildings, wharves, docks, bulkheads, hangars and other

facilities and to do all other things that may be necessary, convenient or desirable in connection with the establishment, development and maintenance of such airport.

Approved Oct. 2, 1928.

WM. F. BROENING, *Mayor.*

No. 538.

An ordinance to authorize the Mayor and City Council of Baltimore (pursuant to Chapter 229 of the Acts of the General Assembly of Maryland of 1924) to issue its certificates of indebtedness to an amount not exceeding Six Million Dollars ($6,000,000) for the purpose of defraying the costs and expenses of extending, closing, opening, widening, straightening, grading, paving and condemning Howard Street and other streets near thereto in Baltimore City, and condemning, opening, widening, straightening, closing, grading, paving and constructing a thoroughfare uniting the eastern and western limits of said City.

WHEREAS, by Chapter 229 of the Acts of the General Assembly of Maryland of 1924, the Mayor and City Council of Baltimore is authorized to issue its certificates of indebtedness to an amount not exceeding Six Million Dollars ($6,000,000) in the manner and upon the terms set forth in said Act, the proceeds thereof, not exceeding the par value of said certificates of indebtedness, to be used to defray the costs and expenses of making the improvements by said Act authorized; and

WHEREAS, money is now needed for said purposes.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners of Finance be, and they are, hereby authorized and directed to issue the certificates of indebtedness of the City of Baltimore to an amount not exceeding Six Million Dollars ($6,000,000) from time to time as the same may be required for the purposes hereinafter mentioned, and the said certificates of indebtedness shall be sold by said Commissioners of Finance from time to time and at such times as shall be requisite, and the proceeds of the sale of said certificates of indebtedness shall be used for the purposes hereinafter mentioned, provided that this ordinance shall not become effective unless it shall be approved by a majority of the votes of the legal voters of the City of Baltimore cast at the time and place hereinafter designated by this ordinance.

SECTION 2. *And be it further ordained,* That such certificates of indebtedness shall be issued in denominations of One Hundred Dollars ($100.00) each, or multiples thereof, to be redeemable in thirty-five (35) yearly series, the first series amounting to One Hundred and Seventy-One Thousand Dollars ($171,000), to be redeemable on the first day of August, 1934, and a series of the same amount, to wit, One Hundred and Seventy-one Thousand Dollars ($171,000) to be redeemable on August first of each succeeding year, until and including the year 1953; and a series amounting to One Hundred and Seventy-two Thousand Dollars ($172,000) to be redeemable on the first day of August, 1954; and a series of the same amount, to wit, One Hundred and Seventy-two Thousand Dollars ($172,000), to be redeemable on August first of

each succeeding year, until and including the year 1968, when the last series shall be redeemable.

Said certificates of indebtedness, when issued, shall bear interest at such rate or rates, not exceeding, however, five per cent. per annum, as may be determined by the Commissioners of Finance at the time when any of said certificates are issued, the interest to be payable semi-annually on the first day of February and the first day of August in each year, during the respective periods that the series in which said certificates are issued may run; and any portion or all of said certificates may be registered or not registered, and said certificates or any portion thereof shall or shall not have interest coupons attached, all as may be determined by the Commissioners of Finance.

SECTION 3. *And be it further ordained,* That a sum sufficient to meet the interest on any outstanding certificates of indebtedness, as well as the principal of the current maturing series of said certificates, shall be annually collected by taxation, and that a rate sufficient to produce said sum shall be levied in each year upon every one hundred dollars' worth of assessable property in the City of Baltimore, and in the proper proportion for any greater or less amount.

SECTION 4. *And be it further ordained,* That this ordinance shall be submitted to the legal voters of the City of Baltimore for their approval or disapproval at the election to be held in Baltimore City on Tuesday, the sixth day of November, 1928.

SECTION 5. *And be it further ordained,* That a copy of this ordinance and notice of the time for holding said election shall be published in at least two newspapers published in said City of Baltimore twice a week for two weeks prior to said election.

SECTION 6. *And be it further ordained,* That the proceeds of the certificates of indebtedness hereby authorized to be issued, not exceeding their par value, shall be used for the purpose of defraying the costs and expenses of the following public improvements, viz:

(a) Extending, closing, opening, widening, straightening, condemning, grading and paving Howard Street, and any other streets, avenues or alleys near Howard Street in said City, as at present or hereafter laid out, including the construction of necessary bridges and viaducts, as may be hereafter provided by ordinance.

(b) Condemning, closing, opening, widening, straightening, grading and paving an east and west thoroughfare connecting the eastern and western limits of said City and located between North Avenue in said City on the north and Pratt Street in said City on the south; and condemning, opening, widening, straightening, closing, grading, and paving any streets, avenues or alleys, including the construction of necessary bridges and viaducts in connection with said east and west thoroughfares, as may be hereafter provided by ordinance.

Approved Oct. 2, 1928.

WM. F. BROENING, *Mayor.*

No. 539.

An ordinance to authorize (in pursuance of an Act of the General Assembly of Maryland, passed at its January session in the year 1920, and known as Chapter 560) the Mayor and City Council of Baltimore to issue the stock of the Mayor and City Council of Baltimore to an amount not exceeding Ten Million Dollars ($10,000,000) for the purpose of defraying the costs and expenses of developing, extending and improving the harbor of Baltimore and its facilities, the purchase of such lands and other property, the construction and establishment of such extensions, alterations or changes in the public wharves, docks and piers of the City of Baltimore, and the construction and establishment of new public wharves, docks, piers and such warehouses, sheds, structures and buildings as may be deemed proper or desirable in connection with the objects and purposes of said Act, and providing that none of the proceeds of said loan shall be spent for any of the purposes for which it is authorized to be used until after the Mayor and City Council of Baltimore, with the approval of the Board of Estimates, shall have entered into a contract for the rental of the property acquired or improved at an annual charge which shall not be less than the sum of the annual interest on the expenditure and the annual sinking or retirement fund charged thereon.

Whereas, by an Act of the General Assembly of Maryland, passed at its January Session in the year 1920, and known as Chapter 560 of the Acts of that year, the Mayor and City Council of Baltimore was authorized to issue its stock to an amount not exceeding Fifty Million Dollars ($50,000,000) in the manner and on the terms therein set forth, for the purpose of defraying the costs and expenses of developing, extending and improving the Harbor of Baltimore, and its facilities, the purchase of such lands and other property, the construction and establishment of such extensions, alterations or changes in the public wharves, docks and piers of the City of Baltimore, and the construction and establishment of new public wharves, docks, piers and such warehouses, sheds, structures and buildings as may be deemed proper or de-

sirable in connection with the objects and purposes of said Act; and

WHEREAS, it was further provided by said Act of Assembly that all of said stock might be issued at the same time, or that the same might be issued from time to time in separate issues of such respective amounts, and such respective issues should be payable at such respective dates and bear such rate of interest, respectively, as the Mayor and City Council of Baltimore should, in each case, by Ordinance prescribe; and

WHEREAS, it was further provided by said Act of Assembly that no part of the proceeds of the loan thereby authorized should be spent except upon the recommendation of the Commission required by said Act of Assembly to be appointed, which recommendation should state the character of the improvements to be made, the terms upon which the property improved should be rented, leased or otherwise let or conveyed, and until the Mayor and City Council of Baltimore, with the approval of the Board of Estimates, should have entered into a binding contract covering a period of not less than ten years, secured to the satisfaction of said Board for the rental of the property so acquired or to be acquired, improved or to be improved, at an annual rental charge equal to or greater than the sum of the annual interest on the expenditure for the acquisition, construction or improvement of the said property and the annual sinking or retirement fund charged thereon; and

WHEREAS, it is deemed advisable to empower the Commissioners of Finance to issue stock to an amount not exceeding, in the aggregate, the sum of Ten Million Dollars ($10,000,000) when and as often as the Commission required

by Chapter 560 of the Acts of 1920 to be appointed shall certify to said Commissioners of Finance that the Mayor and City Council of Baltimore, with the approval of the Board of Estimates, has entered into a contract as provided in said Act and to an amount which shall, in each instance, be sufficient to provide the sum required by such contract to be expended.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners of Finance be, and they are, hereby authorized and directed to issue the stock of the City of Baltimore to the amount of Ten Million Dollars ($10,000,000) from time to time as the same may be required for the purposes in this ordinance mentioned, and that said stock shall be sold by the Commissioners of Finance from time to time as hereinafter provided, and the proceeds of the sale of said stock shall be used for the purposes in this ordinance mentioned, provided that this ordinance shall not become effective until it shall be approved by a majority of the votes of the legal voters of the City of Baltimore cast at the time and place hereinafter designated.

SECTION 2. *And be it further ordained,* That whenever and as often as the Commission required by Chapter 560 of the Acts of 1920 to be appointed shall certify to the Commissioners of Finance that the Mayor and City Council of Baltimore, with the approval of the Board of Estimates, has entered into a binding contract for rental of property, as provided by said Act of Assembly, the said Commissioners of Finance shall issue and sell so much of the stock hereby authorized as shall be necessary to pro-

vide the sum required by such contract to be expended.

SECTION 3. *And be it further ordained,* That the said stock shall be issued in denominations of not less than One Hundred Dollars ($100.00) each, or multiples thereof, and that each issue so made as provided by Section 2 hereof shall be redeemable in thirty-five yearly series, the first series of each such issues to be redeemable on the first day of October of the fifth year following the year of such issue, and a series of such issue to be redeemable on the first day of October of each succeeding year until the last series of such issue has been redeemed, the amount of principal to be included in the various series to be such as to make the total annual payment of principal and interest for each issue during the life of such issue approximately the same for each year.

That the said stock, when issued, shall bear interest at such rate or rates, not exceeding, however, five per cent. per annum, as may be determined by the Commissioners of Finance at the time when any of said stock is issued, said interest to be payable semi-annually on the first day of April and October in each year during the respective periods that the series in which it is issued may run, and any portion or all of said stock may be registered or not registered, and said stock or any portion thereof shall or shall not have interest coupons attached, all as may be determined from time to time by the Commissioners of Finance.

SECTION 4. *And be it further ordained,* That a sum sufficient to meet the interest on any outstanding stock, as well as the principal of the current maturing series of said stock shall be annually collected by taxation, and that a rate

sufficient to produce said sum shall be levied in each year upon every one hundred dollars' worth of assessable property in the City of Baltimore, and in the proper proportion for any greater or less amount.

SECTION 5. *And be it further ordained,* That this ordinance shall be submitted to the legal voters of the City of Baltimore for their approval or disapproval at the election to be held in the City of Baltimore on Tuesday, the sixth day of November, 1928.

SECTION 6. *And be it further ordained,* That a copy of this ordinance and notice of the time for holding said election shall be published in at least two of the newspapers published in said City of Baltimore twice a week for two weeks prior to said election.

SECTION 7. *And be it further ordained,* That the proceeds of the stock hereby authorized to be issued shall be used for the purpose of developing, extending and improving the Harbor of Baltimore and its facilities, the purchase of such lands and other property, the construction and establishment of such extensions, alterations or changes in the public wharves, docks and piers of the City of Baltimore, and the construction and establishment of new public wharves, docks, piers and such warehouses, sheds, structures and buildings as may be deemed proper or desirable in connection with the objects and purposes of said Act of Assembly.

SECTION 8. *And be it further ordained,* That no part of the proceeds of the loan hereby au-

thorized shall be spent except upon the recommendation of the Commission required by said Chapter 560 of the Acts of 1920 to be appointed, which recommendation shall state the character of the improvements to be made, the terms upon which the property improved shall be rented, leased or otherwise let or conveyed, and until the Mayor and City Council of Baltimore, with the approval of the Board of Estimates, shall have entered into a binding contract, covering a period of not less than ten years, secured to the satisfaction of said Board for the rental of the property so acquired, or to be acquired, improved or to be improved, at an annual rental charge equal to or greater than the sum of the annual interest on the expenditure for the acquisition, construction or improvement of the said property and the annual sinking or retirement fund charged thereon; and should the construction or improvement be upon or appurtenant to land or other property now owned by the city, the appraised value of such land or other property shall be included as a part of the cost of construction or improvement.

SECTION 9. *And be it further ordained,* That after the approval of this ordinance by the voters of Baltimore City, as hereinbefore provided, none of the stock authorized by Ordinance No. 380, approved July 6th, 1920, and now unissued, shall be issued unless this ordinance shall be declared invalid by the Court of Appeals of Maryland.

Approved October 2, 1928.

WM. F. BROENING, *Mayor.*

No. 540.

An ordinance to authorize the Mayor and City Council of Baltimore (subject to the approval of the General Assembly of Maryland) to issue additional stock or certificates of indebtedness to an amount not exceeding Two Million Dollars ($2,000,000) to be used for the purpose of defraying the cost and expense of condemning, opening, widening, straightening, closing, grading and paving streets, avenues and alleys; and for the construction of necessary bridges, the repairing of existing bridges and the abolishing of grade crossings in Baltimore City.

WHEREAS, pursuant to the authority conferred by Chapter 332 of the Acts of the General Assembly of Maryland of 1927, and of the ordinance of the Mayor and City Council of Baltimore known as Ordinance No. 1052, approved April 13, 1927, and thereafter duly submitted to and ratified by the voters of Baltimore City, stock or certificates of indebtedness to the amount of Eight Million Dollars ($8,000,000) was authorized to be issued for the purpose of defraying the cost and expense of condemning, opening, widening, straightening, closing, grading and paving streets, avenues and alleys; and for the construction of necessary bridges, the repairing of existing bridges and the abolishing of grade crossings in Baltimore City; and

WHEREAS, additional funds are needed for said purposes.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners of Finance be, and they are hereby authorized and directed to issue additional stock or certificates of indebtedness of the City of Baltimore to an amount not exceeding Two Million Dollars ($2,000,000) from time to time as the same may be required for the purposes hereinmentioned; and said additional stock or cer-

tificates of indebtedness shall be sold by said Commissioners of Finance from time to time and at such times as shall be requisite; and the proceeds of the sale of said additional stock or certificates of indebtedness, not exceeding the par value thereof, shall be used for the purposes herein mentioned; provided that this ordinance shall not become effective unless it shall be approved by a majority of the votes of the legal voters of the City of Baltimore cast at the time and place hereinafter designated by this ordinance, and unless the debt authorized by this ordinance shall also be authorized and approved by an Act of the General Assembly of Maryland at its session of the year 1929.

Section 2. *And be it further ordained,* That said additional stock or certificates of indebtedness shall be issued in denominations of One Hundred Dollars ($100.00), or multiples thereof, to be redeemable in twenty (20) yearly series; the first series amounting to One Hundred Thousand Dollars ($100,000) to be redeemable on the first day of November, 1934; and a series of the same amount, to wit, One Hundred Thousand Dollars ($100,000) to be redeemable on November first of each succeeding year until and including the year 1953, when the last series shall have been redeemed.

Said additional stock or certificates of indebtedness when issued shall bear interest at such rate or rates, not exceeding, however, five per cent. (5%) per annum, as may be determined by the Commissioners of Finance at the time when any of said additional stock or certificates of indebtedness are issued, the interest to be payable semi-annually on the first day of May and the first day of November in each year

during the respective periods that the series in which said stock or certificates of indebtedness are issued, may run; and any portion or all of said stock or certificates of indebtedness may be registered or not registered, and said stock or certificates of indebtedness, or any portion thereof, shall or shall not have interest coupons attached, all as may be determined from time to time by the Commissioners of Finance.

SECTION 3. *And be it further ordained,* That a sum sufficient to meet the interest on any outstanding stock or certificates of indebtedness, as well as the principal of the current maturing series of said stock or certificates of indebtedness, shall be annually collected by taxation, and that a rate sufficient to produce said sum shall be levied in each year upon every one hundred dollars' worth of assessable property in the City of Baltimore, and in the proper proportion for any greater or less amount.

SECTION 4. *And be it further ordained,* That this ordinance shall be submitted to the legal voters of the City of Baltimore for their approval or disapproval at the election to be held in Baltimore City on the sixth day of November, 1928.

SECTION 5. *And be it further ordained,* That a copy of this ordinance and notice of the time for holding said election shall be published in at least two (2) newspapers published in the City of Baltimore twice a week for two (2) weeks prior to said election, the first publication to be not later than October 25, 1928.

SECTION 6. *And be it further ordained,* That the proceeds of the additional stock or certificates of indebtedness hereby authorized to be issued, not exceeding the par value thereof, shall be used for the purpose of defraying the cost and expense of condemning, opening, widening, straightening, closing, grading and paving streets, avenues and alleys; and for the construction of necessary bridges, the repairing of existing bridges and the abolishing of grade crossings in Baltimore City.

Approved October 3, 1928.

WM. F. BROENING, *Mayor.*

No. 541.

An ordinance granting permission to The Hecht Company, a Maryland corporation, to enlarge by extending westwardly 18 feet, the structure or bridgeway, 4 stories high, above and across Bank Lane, now connecting its building on the northeast corner of Charles and Baltimore Streets with the building on the east side of Charles Street and on the north side of Bank Lane, and to enlarge by extending eastwardly 47 feet under the surface of said Bank Lane, the subway or tunnel now connecting the said buildings, and to repeal Ordinance No. 230, approved Dec. 21, 1908, and Ordinance No. 286, approved June 13, 1913, being the Ordinances under which the above mentioned bridgeway and sub-way or tunnel were constructed.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That in pursuance of the powers vested in it and for the convenience of The Hecht Company, a Maryland corporation, its employees and the public having business with said corporation, authority be and the same is hereby granted to the said Hecht Company, a Maryland corporation, its

successors and assigns (hereinafter referred to as grantee), to erect, construct and maintain, at its own cost, for a period not to exceed twenty-five years, a superstructure or bridgeway, 4 stories high, above and across Bank Lane, to connect its building on the northeast corner of Charles and Baltimore Streets with its building on the east side of Charles Street and on the north side of Bank Lane, upon the terms and conditions following:

The lowest part of the said superstructure or bridgeway shall be not less than 14 feet above the surface of the center of Bank Lane and said superstructure shall be 30 feet wide and 4 stories high, thereby increasing the present superstructure or bridgeway by extending the same westwardly eighteen feet. No woodwork or other combustible material shall be used in the construction of the same, and the entire structure shall be constructed under the supervision of and to the satisfaction of the Bureau of Buildings of Baltimore City, and shall be at all times hereafter under the regulation and control of the said Bureau of Buildings.

Section 2. *And be it further ordained,* That permission and authority are hereby given and granted to the said grantee, its successors and assigns, to construct and maintain, at its own cost, for a period not to exceed twenty-five years, a subway or tunnel under the bed of Bank Lane, to connect the premises of its building on the northeast corner of Charles and Baltimore Streets with its building on the east side of Charles Street and on the north side of Bank Lane, upon the following terms and conditions:

The said subway or tunnel shall connect the basement of the building on the northeast corner of Charles and Baltimore streets with its

building on the east side of Charles Street and on the north side of Bank Lane; said subway or tunnel to be constructed of concrete or brick, to be not less than five feet below the surface of the center of said Bank Lane, and to be 60 feet wide and 11 feet high, thereby increasing the present subway or tunnel by extending the same eastwardly 47 feet; no combustible or inflammable material to be used in the construction of the same; and said subway or tunnel shall be constructed under the supervision and to the satisfaction of the Highways Engineer, and shall be at all times hereafter under the regulation and control of the said Highways Engineer.

SECTION 3. *And be it further ordained,* That the Mayor and City Council of Baltimore hereby expressly reserves the right and duty, at all times, to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the said grants and not inconsistent with the terms thereof.

SECTION 4. *And be it further ordained,* That the said grantee, its successors and assigns, shall maintain the said superstructures or bridgeways and the said subway or tunnel in good condition throughout the full term of these grants.

SECTION 5. *And be it further ordained,* That non-compliance with any of the terms and conditions of the grants herein made by the said grantee, its successors and assigns, at any time or times, shall operate as a forfeiture of said grants, or either of them, which shall thereupon be and become void, and that nothing short of

an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grants hereby made.

SECTION 6. *And be it further ordained,* That the Mayor of Baltimore shall have the right, at any time whenever in his judgment the public interests demand it, to revoke the rights and privileges hereby granted; and upon the receipt of a notice in writing to that effect from the Mayor of Baltimore by the grantee, hereunder, its successors and assigns, all rights under this ordinance shall cease and determine, as to said superstructures or bridgeways and said subway or tunnel, or either of them, and the said grantee, its successors and assigns, shall promptly remove the said superstructures or bridgeways and said subway or tunnel, or either of them, at its expense.

SECTION 7. *And be it further ordained,* That the said grantee, its successors and assigns, shall pay to the City of Baltimore, as compensation for the bridgeway privilege hereby granted, the sum of $700.00 per annum, payable in advance, during the continuance of said bridgeway franchise, and shall also pay to the City of Baltimore as compensation for the subway privilege hereby granted, the sum of $800.00 per annum, payable in advance, during the continuance of said subway franchise.

SECTION 8. *And be it further ordained,* That the said Hecht Company, a Maryland corporation, its successors and assigns, shall be liable for and shall indemnify and save harmless the Mayor and City Council of Baltimore against any and all suit or suits, loss, claim, damage or expense to which said Mayor and City Council

may from time to time be subjected by reason of, or in anywise resulting from, the presence, construction, use, maintenance, alteration, repair, location, relocation and removal of said superstructure or bridgeway over the said Bank Lane, and or the said subway or tunnel under the said Bank Lane.

SECTION 9. *And be it further ordained,* That Ordinance No. 230, approved Dec. 21, 1908, and Ordinance No. 286, approved June 13, 1913, be and they are hereby repealed in order that the existing franchises under the said Ordinances, and the franchise under this Ordinance, for the extension of the said bridgeway and said subway or tunnel, may expire at the same time.

SECTION 10. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved October 3, 1928.

WM. F. BROENING, *Mayor.*

No. 542.

An ordinance to waive the provisions of Ordinance No. 243 of 1924, which prohibits the erection of a public garage within 300 feet of a school, in so far as said ordinance applies to the premises of Dominick Catalano, at the southwest corner of Eldorado and Haddon Avenues, and to waive the provisions of Section 17 of Ordinance No. 922, approved May 19, 1923, as to the requirements for side yard.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of 1924, which prohibits

the erection of a public garage within 300 feet of a school, be and they are hereby waived in so far as said provisions apply to the premises of Dominick Catalano, at the southwest corner of Eldorado and Haddon Avenues.

SECTION 2. *And be it further ordained,* That the provisions of Section 17 of Ordinance No. 922, approved May 19, 1923, as to the requirements for side yard, be and they are hereby waived in so far as said provisions apply to the above-mentioned premises at the southwest corner of Eldorado and Haddon Avenues.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved October 11, 1928.

WM. F. BROENING, *Mayor.*

No. 543.

An ordinance granting permission to The Mannalea Realty Corporation to erect buildings in groups, not to exceed 6 dwellings to each group, in accordance with plans already filed with the Bureau of Buildings on the property within the boundaries from the north building line of Echodale Avenue to the south building line of Franklin Avenue and from the west building line of Walther Avenue, as proposed, to the east building line of Mannalea Avenue, as proposed.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to The Mannalea Realty Corporation to erect buildings in groups, not to exceed 6 dwellings to each group, in accordance with plans already filed with the

Bureau of Buildings on the property within the boundaries from the north building line of Echodale Avenue to the south building line of Franklin Avenue and from the west building line of Walther Avenue, as proposed, to the east building line of Mannalea Avenue, as proposed; the said buildings to be of brick and stucco construction and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

State of Maryland,
City of Baltimore, ss.:

By reason of the Mayor's failure to act thereon within the time limit as prescribed in Section 23 of the Baltimore City Charter, this ordinance became an ordinance of the Mayor and City Council of Baltimore on October 16th, 1928.

WALTER E. BEUCHELT,
Assistant Secretary.

No. 544.

An ordinance to condemn, open, widen and grade an alley, 15 feet wide, 120 feet southeast from Belvedere Avenue, from the northeast side of Elmer Avenue to the southwest side of Denmore Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-first day of May, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade an alley with a width of

15 feet 120 feet southeast from Belvedere Avenue, from the northeast side of Elmer Avenue to the southwest side of Denmore Avenue, the land hereby directed to be condemned for said alley being described as follows:

Beginning for the same at a point on the northeast side of Elmer Avenue, as now laid out 50 feet wide at the distance of 120 feet southeasterly from the point formed by the intersection of the southeast side of Belvedere Avenue, as now laid out; and the northeast side of said Elmer Avenue; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 17614.80 feet and North 18066.13 feet; and running thence parallel with said Belvedere Avenue North 50°-32′-34″ East 206.43 feet to intersect the division line between the property now or formerly belonging to Irving C. Hammond and wife and the property now or formerly belonging to Arthur B. Carrick and wife; thence binding on said division line South 39°-12′-30″ East 39.50 feet to intersect a line drawn parallel with and distant 15 feet northwesterly measured at right angles from the southeasternmost outline of Lots Nos. 30 and 29, as shown on the plat of Denmore Park, recorded among the Land Records of Baltimore County, in plat book J. W. S. No. 1, folio 250; thence reversing said line so drawn and binding thereon North 50°-32′-34″ East 316.58 feet to intersect the southwest side of Denmore Avenue, as laid out 50 feet wide on said plat; thence binding on the southwest side of said Denmore Avenue South 43°-43′-30″ East 15.04 feet to intersect the southeasternmost outline of said Lot No. 29; thence binding on the southeasternmost outline of said Lot No. 29 and

the southeasternmost outline of said Lot No. 30 South 50°-32′-34″ West 352.95 feet to intersect the southwesternmost outline of said Lot No. 30; thence binding on the southwesternmost outline of said Lot No. 30 North 35°-13′-10″ West 39.61 feet to intersect a line drawn parallel with and distant 15 feet southeasterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon South 50°-32′-34″ West 173.93 feet to intersect the northeast side of said Elmer Avenue; and thence binding on the northeast side of said Elmer Avenue North 39°-27′-26″ West 15 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said alley as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-first day of May in the year 1928, and is now on file in the said office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said alley, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other

Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved October 22, 1928.

WM. F. BROENING, *Mayor.*

No. 545.

An ordinance to condemn, open, widen and grade Walrad Avenue, from its present width varying from about 23 feet to 50 feet to a width of 50 feet, from the east side of Collins Avenue easterly 404 feet more or less to the westernmost outline of Loudon Park Cemetery in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-eighth day of May, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Walrad Avenue, from its width varying from about 23 feet to 50 feet to a width of 50 feet from the east side of Collins Avenue easterly 404 feet, more or less, to the westernmost outline of Loudon Park Cemetery, the land hereby directed to be condemned for said Walrad Avenue being described as follows:

Beginning for the same at a point formed by the intersection of the north side of Walrad Avenue, as now laid out 50 feet wide, and the east side of Collins Avenue, as now laid out 50 feet wide; and running thence binding on the north side of said Walrad Avenue easterly 404 feet, more or less, to intersect the westernmost

outline of Loudon Park Cemetery; thence binding on the said westernmost outline southerly 50 feet to intersect a line drawn parallel with and distant 50 feet southerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon westerly 404 feet, more or less, to intersect the east side of said Collins Avenue; and thence binding on the east side of said Collins Avenue northerly 50 feet to the place of beginning.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-eighth day of May in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Walrad Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto

Approved October 22, 1928.

WM. F. BROENING, *Mayor.*

No. 546.

An ordinance granting permission to Jos. Zoubek to erect a metal garage in the rear of his premises 802 N. Glover Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Jos. Zoubek to erect a metal garage 9 ft. wide and 14 ft. long in the rear of his premises, 802 N. Glover Street; the said garage to be within 4 ft of a frame structure and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved October 26, 1928.

HOWARD BRYANT, *Acting Mayor.*

No. 547.

An ordinance granting permission to Samuel Voorhees to erect a frame garage on his premises 2415 Everton Road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Samuel Voorhees to erect a frame garage 18 ft. wide and 18 ft. long on his premises, 2415 Everton Road; the said garage to be within 1 ft. of the west party line and to be erected under the super-

vision of the Bureau of Buildings of Baltimore City, in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1928.

WM. F. BROENING, *Mayor.*

No. 548.

An ordinance granting permission to The Richwood Development Co. to erect a frame garage on its premises 2413 Everton Road.

SECTION 1. *Be it ordained by the Mayor and City Council or Baltimore,* That permission be and the same is hereby granted to The Richwood Development Co. to erect a frame garage 18 ft. wide and 18 ft. long on its premises, 2413 Everton Road; the said garage to be within 1 ft. of the west party line and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1928

WM. F. BROENING, *Mayor.*

No. 549.

An ordinance to condemn, open and grade Thirty-fifth Street, 80 feet wide, from the north side of Eastern Avenue to the south side of Bay View Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-eighth day of May, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioner for Opening Streets be, and they are hereby authorized and directed to condemn open and grade Thirty-fifth Street, with a width of 80 feet, from the north side of Eastern Avenue to the south side of Bay View Avenue, the land hereby directed to be condemned for said Thirty-fifth Street being described as follows:

Beginning for the same at the point formed by the intersection of the north side of Eastern Avenue, as condemned and opened 85 feet wide under Ordinance No. 552, approved February 1, 1926, and the west side of Thirty-fifth Street, 80 feet wide, said point of beginning being distant 214 feet easterly from the point formed by the intersection of the north side of said Eastern Avenue and the east side of Thirty-fourth Street, as now laid out; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 22196.41 feet and South 3500.01 feet; and running thence binding of the west side of said Thirty-fifth Street North 03°-02′-30″ West 1163.40 feet; thence by a line curving to the right with a 1426.46 foot radius the distance of 1057.48 feet, which arc is subtended by a chord bearing North 18°-11′-45″ East 1033.42 feet; thence North 39°-26′-00″ East 875.84 feet to intersect the south side of Bay View Avenue, as proposed to be condemned and opened 80 feet wide;

thence binding on the south side of said Bay View Avenue South 74°-09′-00″ East 87.29 feet to intersect a line drawn parallel with and distant 80 feet southeasterly measured at right angles from the third line of this description; thence reversing said line so drawn and binding thereon and along a line drawn parallel with and distant 80 feet southeasterly measured at right angles from the second line of this description the two following courses and distances, namely: South 39°-26′-00″ West 910.76 feet, and by a line curving to the left with a 1346.46 foot radius the distance of 998.17 feet, which arc is subtended by a chord bearing South 18°-11′-45″ West 975.47 feet to intersect a line drawn parallel with and distant 80 feet easterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon South 03°-02′-30″ East 1163.58 feet to intersect the north side of said Eastern Avenue; and thence binding on the north side of said Eastern Avenue South 87°-05′-30″ West 80 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-eighth day of May in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Street, and the proceedings and rights of all parties interested or

affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved November 19, 1928.

WM. F. BROENING, *Mayor.*

No. 550.

An ordinance to repeal Ordinance No. 413, approved May 21, 1928, entitled "An ordinance to condemn, open and grade Howard Park Avenue (formerly Hamilton Avenue), 40 feet wide, from the northeast side of Haddon Avenue to the southwest side of Thornton Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the ninth day of January, 1928, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Ordinance No. 413, approved May 21, 1928, entitled "An ordinance to condemn, open and grade Howard Park Avenue (formerly Hamilton Avenue), 40 feet wide, from the northeast side of Haddon Avenue to the southwest side of Thornton Avenue, in accordance with a plat thereof filed in

the Office of the Commissioners for Opening Streets, on the ninth day of January, 1928, and now on file in said office,'' be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved, November 19, 1928.

WM. F. BROENING, *Mayor.*

No. 551.

An ordinance to change the name of Ready Avenue, beginning on the east side of Greenmount Avenue, north of Thirtieth Street, and running thence northerly to Radnor Avenue, the new name of said Ready Avenue to be Old York Road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Ready avenue, beginning on the east side of Greenmount avenue, north of Thirtieth street, and running thence northerly to Radnor avennue, be and it is hereby changed, and that said Ready avenue shall hereafter be known as Old York road.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 19, 1928.

WM. F. BROENING, *Mayor.*

No. 552.

An ordinance granting permission to Oliver C. Picking to erect a metal garage in the rear of his premises, 416 N. Brice Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Oliver C. Picking to erect a metal garage 8x10x9 ft. in the rear of his premises 416 N. Brice street; the said garage to be within 2½ ft. of a frame porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 26, 1928.

WM. F. BROENING, *Mayor.*

No. 553.

An ordinance granting permission to F. Stafford to alter and enlarge the wood fence in the rear of his premises at the northwest corner of Mount and Pratt Streets for use as fence and sign.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to F. Stafford to alter and enlarge the wood fence in the rear of his premises at the northwest corner of Mount and Pratt Streets; the fence as enlarged to be 19 ft. long and 13 ft. high, to be used as

a fence and sign, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 3, 1928.

WM. F. BROENING, *Mayor.*

No. 554.

An ordinance granting permission to Cecelia Fink to erect a metal garage in the rear of her premises, 916 N. Broadway.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Cecelia Fink to erect a metal garage 9 ft. wide and 16 ft. long in the rear of her premises 916 N. Broadway; the said garage to be within 4½ ft. of a brick building and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

State of Maryland,
City of Baltimore, ss.:

By reason of the Mayor's failure to act thereon within the time limit as prescribed in Section 23 of the Baltimore City Charter, this ordinance became an ordinance of the Mayor and City Council of Baltimore on December 4th, 1928.

WALTER E. BEUCHELT,
Assistant Secretary.

No. 555.

An ordinance authorizing the Mayor of Baltimore City to convey to The Baltimore Belt Railroad Company of Baltimore City, that portion of Monument Street which was condemned and closed under ordinance No. 878, approved November 17, 1926, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets and now on file in said office, said lot of ground being no longer needed for public use.

Whereas, by Ordinance No. 878, approved November 17th, 1926, the Commissioners for Opening Streets were authorized and directed to condemn and close a portion of Monument Street, as condemned and opened under Ordinance No. 836, approved March 12th, 1923, over the right of way of The Baltimore Belt Railroad Company of Baltimore City; and

Whereas the said Commissioners for Opening Streets have completed their proceedings for the closing of said portion of Monument Street; and

Whereas, it was agreed between the said Commissioners for Opening Streets and the said The Baltimore Belt Railroad Company that the Mayor and City Council of Baltimore would re-convey the property so closed and hereinafter described to The Baltimore Belt Railroad Company of Baltimore City, said lot of ground not being needed for public use.

Section 1. *Be it ordained by the Mayor and City Council of Baltimore*, that the Mayor of Baltimore City be and he is hereby authorized and directed to convey the following described property to The Baltimore Belt Railroad Company, said property being no longer needed for public use:

Beginning for the same at a point formed by the intersection of the southwest side of the right-of-way of the Baltimore Belt Railroad, 150 feet wide, and the northwest side of Philadelphia Road, as now laid out; the coordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being East 17,-453.98 feet and North 931.32 feet, and running thence binding on the southwest side of said right-of-way North 45 degrees 54 minutes 40 seconds West 50.40 feet to intersect the north side of Monument Street as condemned and opened under Ordinance No. 836, approved March 12, 1923; thence binding on the north side of said Monument Street the two following courses and distances, namely: North 87 degrees 06 minutes 02 seconds East 28.55 feet and by a line curving to the left with a 534.90 feet radius the distance of 157.40 feet, which arc is subtended by a chord bearing North 78 degrees 40 minutes 14 seconds East 156.84 feet to intersect the northeast side of said right-of-way; thence binding on the northeast side of said right-of-way South 45 degrees 54 minutes 40 seconds East 1.64 feet to intersect the northwest side of Philadelphia Road, as now laid out; thence binding on the northwest side of said Philadelphia Road the two following courses and distances, namely: South 65 degrees 55 minutes 20 seconds West 60.35 feet and South 65 degrees 43 minutes 39 seconds West 101.12 feet to the place of beginning.

The mention of streets, avenues, lanes and alleys in the above description is for the purpose of description only and the rights of the Mayor and City Council of Baltimore in and to the same are to be specially reserved.

SECTION 2. *And be it further ordained,* That no deed or deeds shall pass in accordance with the above section unless the same shall be approved by the City Solicitor.

Approved December 7, 1928.

WM. F. BROENING, *Mayor.*

No. 556.

An ordinance granting permission to M. Kapka to erect a private garage in the rear of his premises, 600 S. Lakewood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to M. Kapka to erect a private garage 19 ft. long and 15 ft. wide in the rear of his premises 600 S. Lakewood Avenue; the said garage to be of concrete block construction and, together with the building on said premises, to occupy approximately 92% of the area of the lot; said garage to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that the garage shall be at least 5 feet from the dwelling that there be no openings in the north and east walls, that north wall extended at least 18 inches above roof and that the roof be constructed of fireproof material.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 7, 1928.

WM. F. BROENING, *Mayor.*

No. 557.

An ordinance to condemn, open and grade Culver Street, varying in width from 50 feet to 55.60 feet from the northeast side of Caton Avenue (Dorsey's Lane), to the west side of Hilton Street in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-sixth day of June, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn open and grade Culver Street, varying in width from 50 feet to 55.60 feet, from the northeast side of Caton Avenue (Dorseys Lane) to the west side of Hilton Street, the land hereby directed to be condemned for said opening and grading being described as follows:

Beginning for the same at a point formed by the intersection of the northeast side of Caton Avenue (Dorseys Lane), as condemned and widened under Ordinance No. 811, approved July 26, 1926, and the northwest side of Culver Street, as now laid out 50 feet wide, said point of beginning being distant 160.80 feet southeasterly from the point formed by the intersection of the southeast side of Monastery Avenue, 60 feet wide, and the northeast side of said Caton Avenue; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 16948.18 feet and South 3558.01 feet; and running thence binding on the northwest side of Culver Street, as now laid out, the two following courses and distances, namely: North 44°-48′-11″ East 1027.27 feet and North 87°-38′-45″ East 134.72 feet to intersect the west side of Hilton Street, 75 feet wide, thence binding on the west side of said Hilton

Street South 02°-21′-15″ East 55.60 feet to a point in line with the north side of the north wall of the brick dwelling there erected on the west side of Hilton Street; thence South 87°-38′-45″ West 121.13 feet to intersect a line drawn parallel with and distant 50 feet southeasterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon South 44°-48′-11″ West 994.43 feet to intersect the northeast side of said Caton Avenue; and thence binding on the northeast side of said Caton Avenue North 50°-54′-00″ West 50.25 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets, on the twenty-sixth day of June in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets with reference to the condemnation opening and grading of said street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123, of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City) as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of

Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 7, 1928.

WM. F. BROENING, *Mayor.*

No. 558.

An ordinance to waive the provisions of Ordinance No. 243 of 1924, which prohibits the sale of gasoline within 300 feet of a church, in so far as said ordinance applies to the premises of John G. Mann, at the southeast corner of Harford Road and Weaver Avenue, and known as 4255-57 Harford Road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of 1924, which prohibits the sale of gasoline within 300 feet of a Church, be and they are hereby waived in so far as said provisions apply to the premises of John G. Mann, at the southeast corner of Harford Road and Weaver Avenue, and known as 4255-57 Harford Road.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 7, 1928.

WM. F. BROENING, *Mayor.*

No. 559.

An ordinance to authorize the acquisition by purchase or condemnation of certain pieces or parcels of land in the City of Baltimore, situate in the block bounded on the north by Franklin Street, on the east by Cathedral Street, on the south by Mulberry Street and on the west by Park Avenue, for a site for a free public library, and directing the City Solicitor to institute the necessary condemnation proceedings.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That it is necessary to acquire by purchase or condemnation, for a site for a free public library in the City of Baltimore, the fee simple title to the following lots or parcels of ground situate in said city in the block bounded by Franklin Street, Cathedral Street, Mulbery Street and Park Avenue, that is to say:

1. All that lot or parcel of ground lying and being at the southwest corner of Franklin and Cathedral Streets, the improvements on which are known as No. 101 West Franklin Street.

2. All that lot or parcel of ground fronting on Cathedral Street, the improvements on which are known as No. 410 Cathedral Street.

3. All that lot or parcel of ground fronting on Cathedral Street, the improvements on which are known as No. 412 Cathedral Street.

SECTION 2. *And be it further ordained*, That the City Solicitor is hereby authorized and directed to acquire the fee simple title to said lots or parcels of ground for the Mayor and City Council of Baltimore for a site for a free public library, and if he is unable to agree with the owner or owners of said lots or parcels of ground, he is hereby authorized and directed to institute the necessary legal proceedings in the name of the Mayor and City Council of Balti-

more to condemn said lots or parcels of ground for said purpose.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 7, 1928.

WM. F. BROENING, *Mayor.*

No. 560.

An ordinance granting permission to Howard Jefferson to erect a metal garage in the rear of his premises, 2828 Harlem Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Howard Jefferson to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 2828 Harlem Avenue; the said garage to be within 2 ft. of a frame kitchen and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said city.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 8, 1928.

WM. F. BROENING, *Mayor.*

No. 561.

An ordinance to condemn and close Light Street, 82.5 feet wide, from the north side of Cromwell Street to the south side of McComas Street as relocated in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the sixteenth day of August, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condmen and close Light Street with a width of 82.5 feet from the north side of Cromwell Street to the south side of McComas Street as relocated, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the north side of Cromwell Street, as now laid out, and the west side of Light Street, as now laid out 82.5 feet wide; and running thence northerly binding on the west side of said Light Street 1549 feet more or less to intersect the south side of McComas Street as relocated; thence binding on the south side of said McComas Street northeasterly 83.5 feet more or less to intersect the east side of said Light Street, as now laid out; thence binding on the east side of said Light Street southerly 1562.50 feet to intersect the north side of said Cromwell Street; and thence binding on the north side of said Cromwell Street westerly 82.5 feet to the place of beginning.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on sixteenth day of August in the year 1927, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Light Street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 562.

An ordinance to condemn and close a 10 foot alley, 84.5 feet west of Greene Street from the north side of Lombard Street to the south side of Cider Alley, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-second day of August, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close a 10 foot alley, 84.5 feet west of Greene Street from the north side of Lombard Street to the south side of Cider Alley, the land here-

by directed to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the north side of Lombard Street and the east side of an alley, 10 feet wide, said point of beginning being distant 84.5 feet westerly from the point formed by the intersection of the west side of Greene Street and the north side of Lombard Street; and running thence northerly binding on the east side of said 10 foot alley, parallel with Greene Street, 165 feet to intersect the south side of Cider Alley as now laid out; thence westerly binding on the south side of said Cider Alley 10 feet to intersect a line drawn parallel with and distant 10 feet westerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon southerly 165 feet to intersect the north side of said Lombard Street; and thence binding on the north side of said Lombard Street easterly 10 feet to the place of beginning.

The said alley as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioner for Opening Streets on the twenty-second day of August in the year 1928, and is now on file in the said Office.

Section 1½. *And be it further ordained*, That no structure or structures of any kind shall be erected in the bed of said alley, after the same shall be closed until all the sub-surface structures and public utilities therein and connecting therewith shall have been removed, relocated, changed and altered, and all paving restored, wherever disturbed, in accordance with the specifications and under the direction of the Highways Engineer of Baltimore City and

at the expense of the person, persons, or body corporate desiring to erect such structure or structures.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said 10 foot alley, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 563.

An ordinance to condemn, open and grade Reverdy Road, 50 feet wide, 189.80 feet east of Clear Spring Road (formerly Foster Avenue), from the south side of Lake Avenue to the southeast side of Marjorie Lane (formerly Maynadier Lane), in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-second day of August, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Reverdy Road with a width of 50 feet 189.80 feet east of Clear Spring Road (formerly Foster Avenue), from the south side of Lake Avenue to the southeast side of Marjorie Lane (formerly Maynadier Lane), the land hereby directed to be condemned for said opening and grading being described as follows:

Beginning for the same at a point on the south side of Lake Avenue, as condemned and opened 105 feet wide under Ordinance No. 146, approved April 16, 1924, at the distance of 189.80 feet easterly from the point formed by the intersection of the east side of Clear Spring Road (formerly Foster Avenue) and the south side of said Lake Avenue; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 2520.83 feet and North 25217.01 feet; and running thence binding on the south side of said Lake Avenue South 89°-05′-20″ East 51.70 feet; thence South 13°-50′-20″ East 336 feet to intersect the southeast side of Marjorie Lane (formerly Maynadier Lane); thence binding on the southeast side of said Marjorie Lane South 48°-37′-10″ West 53.32 feet to intersect the southwest side of Reverdy Road, as proposed to be condemned and opened 50 feet wide, from Marjorie Lane southeasterly; thence North 52°-42′-50″ West 4.37 feet to intersect a line drawn parallel with and distant 50 feet westerly measured at right angles from the second line of this description; thence reversing said line so drawn and binding thereon North 13°-50′-20″ West 370.44 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Road as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-second day of August in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Reverdy Road, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 564.

An ordinance to condemn, open, widen and grade Hickory Avenue, from its present width of 40 feet to a width varying from a point to about 113 feet, from the south side of Thirty-fourth Street southeasterly 379 feet, more or less, to the west side of Roland Avenue, 50 feet wide, as now in process of condemnation, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-sixth day of June, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Hickory Avenue, from its present width of 40 feet to a width varying from a point to about 113 feet, from the south side of Thirty-fourth Street southeasterly 379 feet more or less to the west side of Roland Avenue, 50 feet wide, as now in process of condemnation, the land hereby directed to be condemned for said opening, widening and grading being described as follows:

Beginning for the same at a point formed by the intersection of the southwest side of Hickory Avenue, as now laid out 40 feet wide, and the line of the south side of Thirty-fourth Street, as now in the process of condemnation 60 feet wide, under Ordinance No. 234, approved January 14, 1928; the co-ordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being west 4867.63 feet and North 11259.30 feet; and running thence binding on the southwest side of said Hickory Avenue the two following courses and distances, namely: South 33°-59′-00″ East 56.38 feet and South 25°-14′-40″ East 322.48 feet to intersect the westernmost side of Roland Avenue, as now in process of condemnation 50

feet wide; thence northerly binding on the westernmost side of said Roland Avenue the four following courses and distances, namely; by a line curving to the left with a 414.19 foot radius the distance of 104.48 feet, which arc is subtended by a chord bearing North 13°-11′-56″ East 104.20 feet, North 05°-58′-22″ East 20 feet, by a line curving to the left with a 261.88 foot radius the distance of 164.42 feet, which arc is sutended by a chord bearing North 12°-00′-49″ West 161.73 feet and North 30°-00′-00″ West 75.48 feet to intersect the south side of said Thirty-fourth Street; thence binding on the south side of said Thirty-fourth Street South 87°-00′-15″ West 123.67 feet to the place of beginning.

The courses in the above description are all referred to the meridian established by the City of Baltimore Topographical Survey Commission.

The said avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-sixth day of June in the year 1928, and is now on file in the said office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation, opening, widening and grading of said Hickory Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City),

as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 565.

An ordinance to condemn, open, widen and grade Braddish Avenue, 66 feet wide, from the north side of Franklin Street to the south side of the Western Maryland Tidewater Railway and from the north side of the Western Maryland Tidewater Railway to the south side of Baker Street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-second day of August, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Braddish Avenue, 66 feet wide, from the north side of Franklin Street to the south side of the Western Maryland Tidewater Railway and from the north side of the Western Maryland Tidewater Railway to the south side of Baker Street, the land hereby directed to be condemned for said opening, widening and grading being described as follows:

Beginning for the First at a point on the north side of Franklin Street, as now laid out 60 feet wide, at the distance of 500.07 feet east-

erly from the point formed by the interestction of the east side of Ashburton Street, as now laid out, and the north side of said Franklin Street, the co-ordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being West 12390.22 feet and South 1495.46 feet; and runing thence North 02°-24′-30″ West 551.04 feet; thence North 02°-20′-00″ West 1291.29 feet; thence by a line curving to the left with a 1875.64 foot radius the distance of 144.49 feet, which arc is subtended by a chord bearing North 04°-32′-25″ West 144.46 feet; thence North 06°-44′-50″ West 743.64 feet; thence by a line curving to the right with a 2822.82 foot radius the distance of 203.50 feet, which arc is subtended by a chord bearing North 04°-40′-53″ West 203.46 feet; thence North 02°-37′-00″ West 66 feet; thence by a line curving to the left with a 568.80 foot radius the distance of 182.75 feet, which arc is subtended by a chord bearing North 11°-49′-15″ West 181.96 feet; thence North 21°-01′-30″ West 346.60 feet; thence by a line curving to the right with a 636.58 foot radius the distance of 211.01 feet, which arc is subtended by a chord bearing North 11°-31′-45″ West 210.04 feet; thence North 02°-02′-00″ West 98.5 feet more or less to intersect the southeasternmost outline of the Western Maryland Tidewater Railway right of way; thence binding on the said southeasternmost outline northeasterly 68 feet more or less to intersect a line drawn parallel with and distant 66 feet easterly measured at right angles from the tenth line of this description; thence reversing said line so drawn binding thereon and along lines drawn parallel with and distant 66 feet northeasterly measured at right angles from the ninth, eighth and

seventh lines, respectively, of this description, and along lines drawn parallel with and distant 66 feet easterly measured at right angles from the sixth, fifth, fourth, third, second and first lines, respectively, of this description the ten following courses and distances, namely: South 02°-02′-00″ East 118.5 feet more or less, by a line curving to the left with a 570.58 foot radius the distance of 188.70 feet, which arc is subtended by a chord bearing South 11°-31′-45″ East 188.27 feet, South 21°-01′-30″ East 346.60 feet, by a line curving to the right with a 634.80 foot radius the distance of 203.95 feet, which arc is subtended by a chord bearing South 11°-49′-15″ East 203 feet, South 02°-37′-00″ East 66 feet, by a line curving to the left with a 2756.82 foot radius the distance of 198.74 feet, which arc is subtended by a chord bearing South 04°-40′-55″ East 198.70 feet, South 06°-44′-50″ East 743.64 feet, by a line curving to the right with a 1941.64 foot radius the distance of 149.58 feet, which arc is subtended by a chord bearing South 04°-32′-25″ East 149.54 feet, South 02°-20′-00″ East 1291.34 feet, and South 02°-24′-30″ East 550.27 feet to intersect the north side of said Franklin Street; and thence binding on the north side of said Franklin Street South 87°-02′-20″ West 66 feet to the place of beginning.

Beginning for the Second at a point on the south side of Baker Street, as now laid out 66 feet wide, at the distance of 272.76 feet easterly from the point formed by the intersection of the east side of Ashburton Street, as now laid out, and the south side of said Baker Street; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 12819.94 feet and North 3104.25 feet; and running thence South 02°-02′-

00″ East 582 feet more or less to intersect the northernmost outline of the Western Maryland Tidewater Railway right of way; thence binding on the said right of way the five following courses and distances, namey: northeasterly 3.5 feet more or less, southeasterly 4.28 feet more or less, northeasterly 22.13 feet more or less, southeasterly 45 feet more or less, and northeasterly 22 feet more or less to intersect a line drawn parallel with and distant 66 feet easterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon North 02°-02′-00″ West 600 feet more or less to intersect the south side of said Baker Street, and thence binding on the south side of said Baker Street South 87°-20′-30″ West 66 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-second day of August in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Braddish Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New

Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

NO. 566.

An ordinance to condemn, open and grade Maple Avenue, 40 feet wide, from the southeast side of Ingleside Avenue to the northwest side of Avondale Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the fifth day of June, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Maple Avenue, with a width of 40 feet from the southeast side of Ingleside Avenue to the northwest side of Avondale Avenue, the land hereby directed to be condemned for said Maple Avenue being described as follows:

Beginning for the same at a point on the southeast side of Ingleside Avenue, as now laid out 40 feet wide, at the distance of 216.71 feet northeasterly from the point formed by the intersection of the northeast side of Ethelbert Avenue, as now laid out 40 feet wide, and the southeast side of said Ingleside Avenue; the

co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 17973.54 feet and North 20202.05 feet; and running thence parallel with said Ethelbert Avenue South 34°-24′-10″ East 234 feet to intersect the northwest side of Avondale Avenue, as now laid out; thence binding on the northwest side of said Avondale Avenue North 55°-50′-50″ East 40 feet to intersect a line drawn parallel with and distant 40 feet northeasterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon North 34°-24′-10″ West 234 feet to intersect the southeast side of said Ingleside Avenue; and thence binding on the southeast side of said Ingleside Avenue South 55°-50′-50″ West 40 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the fifth day of June in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Maple Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the

Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 567.

An ordinance to condemn, open and grade Walbrook Avenue, varying in width from 45 feet to 62.42 feet, from the east side of Dukeland Street to the west side of Ashburton Street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-second day of August, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Walbrook Avenue, varying in width from 45 feet to 62.42 feet from the east side of Dukeland Street to the west side of Ashburton Street, the land hereby directed to be condemned for said opening and grading being described as follows:

Beginning for the same at a point on the east side of Dukeland Street, as condemned and opened 66 feet wide, at the distance of 319.83 feet northerly from the point formed by the in-

tersection of the north side of North Avenue, as now laid out, and the east side of said Dukeland Street; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 13663.23 feet and North 4623.93 feet; and running thence parallel with said North Avenue North 87°-20′-40″ East 100 feet; thence by a line curving to the right with a 139.30 foot radius the distance of 58.35 feet, which arc is subtended by a chord bearing South 80°-39′-20″ East 57.93 feet; thence South 68°-39′-20″ East 123.85 feet; thence parallel with said North Avenue North 87°-20′-40″ East 175.-65 feet to intersect the west side of Ashburton Street, 45 feet wide; thence binding on the west side of said Ashburton Street North 02°-38′-40″ West 62.42 feet to intersect a line drawn parallel with and distant, 62.42 feet northerly measured at right angles from the fourth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 45 feet northerly measured at right angles from the third, second and first lines, respectively, of this description, the four following courses and distances, namely; South 87°-20′-40″ West 205.20 feet; thence North 68°-39′-20″ West 71.47 feet; by a line curving to the left with a 184.30 foot radius the distance of 77.20 feet which arc is subtended by a chord bearing North 80°-39′-20″ West 76.64 feet; and South 87°-20′-40″ West 99.99 feet to intersect the east side of said Dukeland Street; and thence binding on the east side of said Dukeland Street South 02°-38′-40″ East 45 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by

the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-second day of August in the year of 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Walbrook Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 568.

An ordinance to waive the provisions of Ordinance No. 243 of 1924, which prohibits the erection of a public garage within 300 feet of a school, in so far as said ordinance applies to the premises of Walter Weaver, 1436 Light Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of 1924, which prohibits the erection of a public garage within 300 feet of a school, be and they are hereby waived in so far as said provisions apply to the premises of Walter Weaver, 1436 Light Street; provided, however, that this waiver only applies to the erection of two double individual garages for the storage of four vehicles on the rear of said premises.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 569.

An ordinance granting permission to Louis Kahanowitz to erect a metal garage in the rear of his premises, 2128 Orleans Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Louis Kahanowitz to erect a metal garage in the rear of his premises 2128 Orleans Street; the said garage

to be 10 ft. wide and 16 ft. long, to be within 2 ft. of a frame kitchen and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, provided, however, that the bottom of the frame over hang shall be fireproof.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 570.

An ordinance granting permission to Leonard N. Gibson to erect two individual garages in the rear of his premises, 907 N. Carrollton Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Leonard N. Gibson to erect two individual garages in the rear of his premises 907 N. Carrollton Avenue; the said garages to be 20 ft. wide and 18 ft. long, to be of brick construction, to be within 8 ft. of a building on the same premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 571.

An ordinance to waive the provisions of Ordinance No. 243 of 1924, which prohibits the erection of a public garage within 300 feet of a church, in so far as said ordinance applies to the premises of Harry Wolfson, 1630 McCulloh Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of 1924, which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the erection of 4 individual garages in the rear of the premises of Harry Wolfson, 1630 McCulloh Street.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 572.

An ordinance granting permission to Harry Winik to erect a metal garage in the rear of his premises, 1210 S. Charles Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Harry Winik to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 1210 S. Charles street; the said garage to be within 2 ft. of a frame overhang, to have no opening in rear or sides, and to be erected under the supervision of the Bureau of Buildings of Baltimore City

in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 573.

An ordinance authorizing the Comptroller to sell all that lot of ground situated on the southeast corner of Lake Montebello Drive and Lake Montebello Terrace, being irregular in shape, in accordance with Section 13 of the City Charter, property being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Comptroller be, and he is hereby authorized to sell in accordance with Section 13 of the City Charter, the following described property:

Beginning for the same at the end of the third line of that parcel of land, which, by deed dated October 14, 1914, and recorded among the Land Records of Baltimore City, in Liber S. C. L. No. 261, folio 2933, was conveyed by John A. Graham to Jacob Eierman, said point of beginning being at an angle in the divisions lines between the land of the Mayor and City Council of Baltimore and the aforementioned Jacob Eierman; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being North 10049.739 feet and East 12455.153 feet; and running

thence reversely on said third line South 70 degrees 42′-44″ West 142.42 feet to an intersection formed by the northeast side of a 20-foot alley and the southeast side of Lake Montebello Drive; thence northeasterly by a curve to the left and binding on the aforesaid southeast side of Lake Montebello Drive 129.4 feet more or less to intersect a line drawn North 51 degrees 36′-24″ West from the point of beginning; thence reversing said line so drawn and binding thereon South 51 degrees 36′-24″ East 31 feet to the place of beginning.

The courses in the above description are all referred to the true meridian of the City of Baltimore Topographical Survey Commission.

Subject to a footway of five feet, with use thereof in common, to be laid in extension of the existing footway, as shown on a plat recorded with the aforesaid deed from John A. Graham to Jacob Eierman, across the land now being conveyed to the southeast side of Lake Montebello Drive, said footway to be installed at the expense of said Jacob Eierman, his heirs or assigns, at such time as the Mayor and City Council of Baltimore shall desire. Being a portion of that parcel of land which was acquired by the Mayor and City Council of Baltimore from F. M. Reuter by deed dated July 28, 1875, and recorded among the Land Records of Baltimore County, in Liber J. B. No. 44, folio 218. Said property being no longer needed for publice use. The rights of the Mayor and City Council of Baltimore in and to all the streets, avenues, lanes and alleys mentioned in the aforegoing description are hereby especially reserved.

Section 2. *And be it further ordained*, That no deed or deeds shall pass in accordance with

the above Section unless the same shall have been approved in writing by the City Solicitor.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 574.

An ordinance authorizing and directing the City Solicitor of Baltimore City to acquire, by purchase or condemnation, the property known as the Carroll Estate, at the intersection of Clipper Road and Falls Road, as an addition to the public park system of Baltimore City, and providing that the sum of Thirty-five Thousand Dollars ($35,000.00) shall be included in the Ordinance of Estimates for the year 1929 for the acquisition of said property.

WHEREAS, the property known as the Carroll Estate, at the intersection of Clipper road and Falls road would make a desirable addition to Roosevelt Park; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the City Solicitor of Baltimore be and he is hereby authorized and directed to acquire, by purchase or condemnation, the property known as the Carroll Estate, at the intersection of Clipper road and Falls road, as an addition to the public park system of Baltimore City.

SECTION 2. *And be it further ordained,* That the proceedings for the condemnation of said property shall be in accordance with the provisions of Article 33-A of the Annotated Code of Maryland.

SECTION 3. *And be it further ordained,* That the sum of Thirty-five Thousand Dollars ($35,000.00) shall be provided in the Ordinance of Estimates for the year 1929 for the acquisition of said property.

SECTION 4. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 575.

An ordinance granting permission to Hutzler Brothers Company of Baltimore City, to construct, and maintain a subway or tunnel under the bed of and across Saratoga Street to connect the building occupied by it, known as 305-307-309 West Saratoga street, with a proposed vault to be constructed under the footway in front of the premises on the north side of Saratoga street and to be known as 310-312-314 West Saratoga street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission and authority are hereeby granted to the Hutzler Brothers Company of Baltimore City, its successors and assigns, hereinafter referred to as Grantee, to construct and maintain at its own cost and expense, for a period not exceeding twenty-five years, a subway or tunnel under the bed of and across Saratoga street to connect the building occupied by it, known as 305-307-309 West Saratoga street, with a proposed vault to be constructed under the footway in front of the premises on the north side of Saratoga street and to be known as 310-312-314 West Saratoga street.

SECTION 2. *And be it further ordained,* That the said subway or tunnel under the bed of said street shall be located about 146 feet west of Howard street; that said subway or tunnel shall be constructed of reinforced concrete and shall be approximately 60 feet long, 12 feet wide, and 8 feet high, inside measurements; that the top of said tunnel shall be not less than 5 feet below the center of the surface of said street; that no combustible or inflammable material shall be used in the construction of the same; and that said subway or tunnel shall be constructed under the supervision and to the satisfaction of the Bureau of Highways of Baltimore City, and shall be at all times hereafter subject to regulation and control by the said Bureau of Highways of Baltimore City.

SECTION 3. *And be it further ordained,* That the Mayor and City Council of Baltimore hereby expressly reserves the right and power, at all times, to exercise in the interest of the public full municipal superintendence, regulation and control in respect to all matters connected with this grant and not inconsistent with the terms thereof.

SECTION 4. *And be it further ordained,* That said subway or tunnel shall be completed within six months from the passage of this ordinance.

SECTION 5. *And be it further ordained,* That the said Grantee, its successors and assigns, shall maintain the said subway or tunnel in good condition throughout the full term of this grant.

SECTION 6. *And be it further ordained,* That the said Grantee, its successors and assigns, shall pay to the City of Baltimore, as compensation for the subway or tunnel privilege hereby granted, the sum of Eight Hundred and Sixty-four Dollars ($864.00) per annum, payable in advance, during the continuance of said franchise.

SECTION 7. *And be it further ordained,* That non-compliance, at any time or times, with any of the terms or conditions of the grant hereby made, shall, at the option of the Mayor and City Council of Baltimore, operate as a forfeiture of the same, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 8. *And be it further ordained,* That the Mayor of Baltimore shall have the right, at any time or times, whenever in his judgment the public interests demand, to revoke any or all of the rights and privileges hereby granted, and upon the receipt of a notice in writing to that effect from the Mayor of Baltimore by the grantee hereunder, its successors or assigns, all such rights shall cease and determine; and the said Grantee, its successors or assigns, in the event of any revocation or forfeiture of any of the rights and privileges by this Ordinance granted, shall promptly remove the said subway or tunnel at its or their expense by refilling the same in a manner satisfactory to the said Bureau of Highways, and reimburse the Mayor and City Council of Baltimore for the repaving of such portion of Saratoga Street as

may be made necessary by the removal or refilling of said subway or tunnel.

SECTION 9. *And be it further ordained,* That the said Grantee, its successors or assigns, shall be liable for and shall indemnify and save harmless the Mayor and City Council of Baltimore against any and all suits, losses, costs, claims, damages or expenses to which said Mayor and City Council may, from time to time, be subjected, on account of, by reason of, or in any wise resulting from the presence, construction, use, maintenance, alteration, repair, location, relocation and/or removal of said subway or tunnel.

SECTION 10. *And be it further ordained,* That before any construction work is started, the said Grantee, its successors or assigns, shall submit plans for approval to the various city departments and bureaus, and arrange for the construction, reconstruction, alteration and/or relocation of any and all underground structures, at the expense of the Grantee, and in a manner satisfactory to the various city departments and bureaus.

SECTION 11. *And be it further ordained,* That the said Grantee, for and on behalf of itself, its successors and assigns, shall, promptly upon the passage of this Ordinance, execute and deliver a bond to the Mayor and City Council of Baltimore in the penalty of Five Thousand Dollars ($5,000.00) conditioned for the faithful performance of all the terms, conditions and provisions of this Ordinance, said bond and the surety or sureties thereon to be approved by the City Solicitor and the Board of Estimates.

SECTION 12. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 576.

An ordinance granting permission to Josiah Diggs to enlarge the Dunbar moving picture theatre, located at 619-27 N. Central Avenue, by adding an extension northward over the front of the premises known as 623-27 N. Central Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Josiah Diggs to enlarge the present Dunbar moving picture theatre, located at 619-27 N. Central Avenue, by adding an extension northward over the front of the premises known as 623-27 N. Central Avenue, the extension to be 43 ft. 5¼ in. along, but not extending beyond, the building line on the east side of Central Avenue and to have a depth of 28 ft. 2 in., the theatre as thus extended to have a total seating capacity of 944. The front and north walls of the extension are to be new brick walls, the present ceiling and roof are to remain and the extension to be finished with the same type of construction but the construction in all other respects to conform to the requirements of the Building Laws of Baltimore City and the work to be done under the supervision of the Bureau of Buildings.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 577.

An ordinance granting permission to Julius Leyko to erect a one-story addition to the dwelling on his premises, 2825-27 O'Donnell street, and, together with the existing buildings on said premises, to cover approximately 88% of the area of the lot.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Julius Leyko to erect a one-story addition 6½ ft. wide and 14 ft. long to the dwelling on his premises 2825-27 O'Donnell Street; the said addition to be of brick construction, to be erected under the supervision of the Bureau of Buildings of Baltimore City and together with the present buildings on said premises, to cover approximately 88% of the area of the lot.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 578.

An ordinance granting permission to B. A. Krusniewski to alter the present building and to erect an addition on his premises 3041 O'Donnell street, the said addition, together with the present building, to cover the entire lot.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to B. A. Krusniewski to alter the present building and to erect an addition 25 ft. long and 15 ft. wide on his premises 3041 O'Donnell Street; the said addition to be of brick construction, to be erected under the supervision of the Bureau of Buildings of Baltimore City, in accordance with the Building Laws of said City and, together with the present building, to cover the entire lot.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 579.

An ordinance to waive the provisions of Ordinance No. 243 of 1924, which prohibits the sale of gasoline within 300 feet of a church, in so far as said ordinance applies to the premises of H. A. Crouthamel, 1905 Ellamont Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of 1924, which prohibits the sale of gasoline within 300 feet of a church,

be and they are hereby waived in so far as said provisions apply to the sale of gasoline by the installation of an additional tank and pump on the premises of H. A. Crouthamel, 1905 Ellamont Avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 580.

An ordinance to waive the provisions of Ordinance No. 243 of 1924, which prohibits the sale of gasoline within 300 feet of a church or motion picture theatre, in so far as said ordinance applies to the premises of Milton Schwaber, at the southwest corner of Preston Street and Harford Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of 1924, which prohibits the sale of gasoline within 300 feet of a church or motion picture theatre, be and they are hereby waived in so far as said provisions apply to the premises of Milton Schwaber, at the southwest corner of Preston Street and Harford Avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 581.

An ordinance granting permission to Albert C. Kinnier to erect a metal garage in the rear of his premises 2065 Aisquith Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Albert C. Kinnier to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 2065 Aisquith street; the said garage to be within 4½ft. of a frame porch on the same premises to have no opening in rear or sides, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 582.

An ordinance to change the name of Woodring Avenue, from Harford Road to Old Harford Road, the new name of said Woodring Avenue to be Kildaire Drive.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Woodring Avenue, from Harford road to Old Harford road, be and it is hereby changed, and that said Woodring Avenue shall hereafter be known as Kildaire Drive.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 583.

An ordinance granting permission to Stephan Gulden to erect a private garage in the rear of his premises 3927 Foster Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Stephan Gulden to erect a private garage 19 ft. long and 16 ft. wide in the rear of his premises 3927 Foster avenue; the said garage to be of concrete block construction, with concrete roof, and, together with the building on said premises, to occupy approximately 92% of the area of the lot; said garage to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 584.

An ordinance to waive the provisions of Ordinance No. 243 of 1924, which prohibits the sale of gasoline within 300 feet of a moving picture theatre, in so far as said ordinance applies to the premises of the Jackson Holding Co., at the southeast corner of Gay and Bond Streets, and known as 1005-1009 N. Gay Street and 1011 N. Bond Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of 1924, which prohibits the sale of gasoline within 300 feet of a moving picture theatre, be and they are hereby waived in so far as said provisions apply to the sale of gasoline on the premises of the Jackson Holding Co., at the southeast corner of Gay and Bond streets, and known as 1005-1009 N. Gay street and 1011 N. Bond street.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 585.

An ordinance to change the name of Allendale Street, from Clifton Avenue to Woodhaven Avenue, the new name of said Allendale Street to be Allendale Road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Allendale street, from Clifton avenue to Woodhaven avenue, be and it is hereby changed, and

that said Allendale street shall hereafter be known as Allendale road.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 10, 1928.

WM. F. BROENING, *Mayor.*

No. 586.

An ordinance to amend Sheet No. 1 of the Area District Map accompanying Ordinance No. 922, approved May 19, 1923, known as the Zoning Ordinance, by changing from the "C" Area District to the "E" Area District certain properties lying along Liberty Heights Avenue and near Liberty Heights Avenue, as outlined in red on the accompanying plat, which plat is made a part of this ordinance.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Sheet No. 1 of the Area District Map accompanying Ordinance No. 922, approved May 19, 1923, and known as the Zoning Ordinance, be and the same is hereby amended by changing from the "C" Area District to the "E" Area District certain properties lying along Liberty Heights avenue and near Liberty Heights avenue, as shown outlined in red on the plat accompanying this ordinance and made part of this ordinance.

SECTION 2. *And be it further ordained,* That upon the passage of this ordinance by the City Council as evidence of the authenticity of this plat which is a part hereof, the said plat shall be signed by the President of the City Council,

and upon approval of the ordinance by the Mayor said plat shall be signed by the Mayor of the City of Baltimore.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date its passage.

Approved December 11, 1928.

WM. F. BROENING, *Mayor.*

No. 587.

An ordinance granting permission to Neil Engelsor to erect a metal garage in the rear of his premises 3313 Ravenwood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Neil Engelsor to erect a metal garage 10 ft. wide and 14 ft. long in the rear of his premises 3313 Ravenwood Avenue; the said garage to be within 4 ft. of a stucco kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 11, 1928.

WM. F. BROENING, *Mayor.*

No. 588.

An ordinance to repeal and reordain with amendments Section 1 of Ordinance 466, approved June 4, 1928, entitled "An ordinance granting permission to Geo. Lehneirs to erect an individual metal garage in the rear of his premises 619 S. Pu'aski Street," in order to correct an error.

Whereas, a typographical error was made in Ordinance 466, approved June 4, 1928, by authorizing a garage at 619 instead of 617 S. Pulaski Street; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Section 1 of Ordinance 466, approved June 4, 1928, entitled "An ordinance granting permission to Geo. Lehneirs to erect an individual metal garage in the rear of his premises 619 S. Pulaski Street," be and it is hereby repealed and reordained with amendments, to read as follows:

Permission be and the same is hereby granted to Geo. Lehniers to erect an individual metal garage 9 ft. wide and 14 ft. long in the rear of his premises, 617 S. Pulaski Street; the said garage to be within 18 in. of a frame kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, provided, however, that the kitchenette and porch shall be fireproof.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 11, 1928.

WM. F. BROENING, *Mayor.*

No. 589.

An ordinance granting permission to Geo. F. DiMattei to erect a metal garage in the rear of his premises 140 N. Curley Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Geo. F. Di Mattei to erect a metal garage 9x14 ft. in the rear of his premises 140 N. Curley Street; the said garage to be within 3 ft. of a fireproof kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

State of Maryland,
City of Baltimore, ss.:

By reason of the Mayor's failure to act thereon within the time limit as prescribed in Section 23 of the Baltimore City Charter, this ordinance became an ordinance of the Mayor and City Council of Baltimore on December 15th, 1928.

WALTER E. BEUCHELT,
Assistant Secretary.

No. 590.

An ordinance granting permission to Frank Pilar to erect a metal garage in the rear of his premises 226 N. Maderia Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Frank Pilar

to erect a metal garage 9 ft. wide by 13 ft. 6 in. long in the rear of his premises 226 N. Maderia Street; the said garage to be within 11 in. of a fireproof kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of of its passage.

State of Maryland,
City of Baltimore, ss.:

By reason of the Mayor's failure to act thereon within the time limit as prescribed in Section 23 of the Baltimore City Charter, this ordinance became an ordinance of the Mayor and City Council of Baltimore on December 15th, 1928.

WALTER E. BEUCHELT.
Assistant Secretary.

No. 591.

An ordinance granting permission to Minnie Holehaus to erect a metal garage in the rear of her premises 501 N. Curley Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Minnie Holehaus to erect a metal garage 13 ft. wide and 13 ft. long in the rear of her premises 501 N. Curley Street; the said garage to be within 3 ft. of a frame overhanging bathroom and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

State of Maryland,
City of Baltimore, ss.:

By reason of the Mayor's failure to act thereon within the time limit as prescribed in Section 23 of the Baltimore City Charter, this ordinance became an ordinance of the Mayor and City Council of Baltimore on December 15th, 1928.

WALTER E. BEUCHELT,
Assistant Secretary.

No. 592.

An ordinance granting permission to Chas. Schofer to erect a metal garage in the rear of his premises 2605 Jefferson Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Chas. Schofer to erect a metal garage 10 ft. wide and 14 ft. long in the rear of his premises 2605 Jefferson Street; the said garage to be within 2 ft. 6 in. of a frame building and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said city.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

State of Maryland,
City of Baltimore, ss.:

By reason of the Mayor's failure to act thereon within the time limit as prescribed in Section 23 of the Baltimore

City Charter, this ordinance became an ordinance of the Mayor and City Council of Baltimore on December 15th, 1928.

WALTER E. BEUCHELT,
Assistant Secretary.

No. 593.

An ordinance to waive the provisions of Section 448A of Article 4 of the Code of Public Local Laws of Maryland, as enacted by Chapter 568 of the Acts of 1910, which prohibit the erection of a garage within six hundred (600) feet of a Public Hospital, in so far as said section applies to the premises of the Carol Realty Company at 715-21 Linden Avenue.

Whereas, Section 448A of Article 4 of the Code of Public Local Laws of Maryland, as enacted by Chapter 568 of the Acts of 1910, prohibits the erection of a garage within six hundred (600) feet of a public hospital.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Section 448A of Article 4 of the Code of Public Local Laws of Maryland, as enacted by Chapter 568 of the Acts of 1910, be and they are hereby waived, insofar as said provisions apply to the premises of the Carol Realty Company at Nos. 715-21 Linden Avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 20, 1928.

WM. F. BROENING, *Mayor.*

No. 594.

An ordinance to repeal Ordinance No. 257, approved January 27, 1928, entitled "An ordinance to condemn, open and grade a 20 foot alley north of O'Donnell Street from the west side of Kenwood Avenue westerly 100 feet to the east side of Harris Alley, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the fourteenth day of November, 1927, and now on file in said Office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 257, approved January 27, 1928, entitled "An Ordinance to condemn, open and grade a 20 foot alley north of O'Donnell Street from the west side of Kenwood Avenue westerly 100 feet to the east side of Harris Alley in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the fourteenth day of November, 1927, and now on file in said Office," be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 20, 1928.

WM. F. BROENING, *Mayor.*

No. 595.

An ordinance to condemn, open and grade Eagle Street, 39.50 feet wide, from the northeast side of Brunswick Street to the southwest side of Millington Lane, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the fifth day of June, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn open and grade Eagle Street with a width of 39.50 feet from the northeast side of Brunswick Street to the southwest side of Millington Lane, the land hereby directed to be condemned for said Eagle Street being described as follows:

Beginning for the same at the point formed by the intersection of the northeast side of Brunswick Street, as now laid out, and the northwest side of Eagle Street, as now laid out 39.50 feet wide; and running thence binding on the northwest side of said Eagle Street and producing the same course northeasterly in all 702 feet more or less to intersect the southwest side of Millington Lane, as now laid out; thence binding on the southwest side of said Millington Lane southeasterly 40.50 feet more or less to intersect a line drawn parallel with and distant 39.50 feet southeasterly measured at right angles from the first line of this description, thence reversing said line so drawn and binding thereon southwesterly 695 feet more or less to intersect the northeast side of said Brunswick Street; and thence binding on the northeast side of said Brunswick Street northwesterly 39.50 feet to the place of beginning. The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Street on the fifth day of June in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Eagle Street,

and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 20, 1928.

WM. F. BROENING, *Mayor.*

No. 596.

An ordinance to condemn, open and grade Cole Street, 39.50 feet wide, from the northeast side of Brunswick Street to the southwest side of Millington Lane, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the fifth day of June, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn open and grade Cole Street with a width of 39.50 feet from the northeast side of Brunswick Street to the southwest side of Millington Lane, the land hereby directed to be condemned for said Cole Street being described as follows:

Beginning for the same at the point formed by the intersection of the northeast side of

Brunswick Street as now laid out, and the northwest side of Cole Street, as now laid out 39.50 feet wide; and running thence northeasterly binding on the northwest side of said Cole Street and on the line of the northwest side of said Cole Street northeasterly 740 feet more or less to intersect the southwest side of Millington Lane, as now laid out; thence southeasterly binding on the southwest side of said Millington Lane 40.50 feet more or less to intersect a line drawn parallel with and distant 39.50 feet southeasterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon southwesterly 733 feet more or less to intersect the northeast side of said Brunswick Street; and thence binding on the northeast side of said Brunswick Street northwesterly 39.50 feet to the place of beginning.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the fifth day of June in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Cole Street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof and also any

other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 20, 1928.

WM. F. BROENING, *Mayor.*

No. 597.

An ordinance to condemn, open and grade Rockhill Avenue, 50 feet wide, from the southeast side of Wilkins Avenue, to the northwest side of Coolidge Avenue (formerly Church Avenue), in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-second day of August, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, and grade Rockhill Avenue, with a width of 50 feet from the southeast side of Wilkins Avenue to the northwest side of Coolidge Avenue (formerly Church Avenue) the land hereby directed to be condemned for said opening and grading being described as follows:

Beginning for the same at a point on the southeast side of Wilkins Avenue, as condemned and opened 100 feet wide under Ordinance No. 566, approved March 15, 1926, at the distance of 336.07 feet southwesterly from the point formed by the intersection of the southwest side of Pine Heights Avenue and the southeast side of said Wilkins Avenue; the co-ordinates of said point of beginning based upon the system established

by the City of Baltimore Topographical Survey Commission, being West 17660.97 feet and South 9467.47 feet, and running thence South 19°-11′-10″ East 755.25 feet; thence South 20°-40′-07″ East 270.67 feet to intersect the northwest side of Coolidge Avenue (formerly Church Avenue) 40 feet wide; thence binding on the northwest side of said Coolidge Avenue South 70°-36′-16″ West 50 feet, to intersect a line drawn parallel with and distant 50 feet southwesterly measured at right angles from the second line of this description, thence reversing said line so drawn and binding thereon, and along a line drawn parallel with and distant 50 feet southwesterly measured at right angles from the first line of this description the two following courses and distances, namely: North 20°-40′-07″ West 270.73 feet and North 19°-11′-10″ West 752.50 feet to intersect the southeast side of said Wilkins Avenue and thence binding on the southeast side of said Wilkins Avenue North 67°-31′-21″ East 50.08 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the office of the Commissioners for Opening Streets on the twenty-second day of August in the year, 1928, and is now on file in the said Office.

Section 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets with reference to the condemnation and opening of said Rockhill Avenue and

the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City) as may be applicable thereto as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto, and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore, now in force and applicable thereto.

Approved December 20, 1928.

WM. F. BROENING, *Mayor.*

No. 598.

An ordinance to condemn, open and grade Eastern Parkway, 60 feet wide, from the northwest side of Walther Avenue (formerly Greenfield Avenue), to the southwest side of Northern Parkway, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the fourth day of September, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn open and grade Eastern Parkway with a width of 60 feet from the northwest side of Walther Avenue (formerly Greenfield Avenue to the southwest side of Northern Parkway, the land hereby directed to be condemned for said opening and grading being described as follows:

Beginning for the same at a point on the northwest side of Walther Avenue (formerly Greenfield Avenue), as now in process of condemnation 100 feet wide under Ordinance No. 952, approved January 31, 1927, said point of beginning being distant 175.98 feet northeasterly from the point formed by the intersection of the northeast side of Glenarm Avenue and the northwest side of said Walther Avenue; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 19766.15 feet and North 19259.56 feet; and running thence North 46°-40′-00″ West 177.41 feet; thence by a line curving to the right with a 521.96 foot radius the distance of 156.99 feet, which arc is subtended by a chord bearing North 38°-03′-00″ West 156.40 feet; thence North 29°-26′-00″ West 353.79 feet; thence by a line curving to the right with a 358.06 foot radius the distance of 231.89 feet, which arc is subtended by a chord bearing North 10°-52′-50″ West 227.85 feet to intersect the west side of Eastern Parkway, as now laid out 100 feet wide; thence binding on the west side of said Eastern Parkway the two following courses and distances, namely: North 07°-40′-20″ East 482.98 feet and North 07°-51′-40″ East 265.94 feet; thence by a line curving to the left with a 1147.66 foot radius the distance of 332.73 feet, which arc is subtended by a chord bearing North 00°-10′-10″ West 320.66 feet to intersect the west side of said Eastern Parkway; thence binding on the west side of said Eastern Parkway North 08°-12′-00″ West 550.79 feet; thence by a line curving to the right with a 488.06 foot radius the distance of 274.92 feet, which arc is subtended by a chord bearing North 07°-56′-14″ East 271.30 feet to intersect a line drawn paral-

lel with and distant 60 feet northwesterly measured at right angles from the division line between the property now or formerly belonging to John A. Wirth and the property now or formerly belong to Wm. H. Glendmeier; and thence binding on said line so drawn North 24°-04′-28″ East 1244.12 feet to intersect the southwest side of Northern Parkway, as now in process of condemnation 100 feet wide under Ordinance No. 439, approved July 13, 1925; thence binding on the southwest side of said Northern Parkway South 65°-05′-30″ East 60 feet to intersect a line drawn parallel with and distant 60 feet southeasterly measured at right angles from the tenth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 60 feet easterly measured at right angles from the ninth, eighth, seventh, sixth, fifth and fourth lines, respectively, of this description and along lines drawn parallel with and distant 60 feet northeasterly measured at right angles from the third, second and first lines, respectively, of this description the ten following courses and distances, namely: South 24°-04′-28″ West 1243.25 feet, by a line curving to the left with a 428.06 foot radius the distance of 241.12 feet, which arc is subtended by a chord bearing South 07°-56′-14″ West 237.95 feet, South 08°-12′-00″ East 550.79 feet, by a line curving to the right with a 1207.66 foot radius the distance of 350.12 feet, which arc is subtended by a chord bearing South 00°-10′-10″ East 337.42 feet, South 07°-51′-40″ West 265.84 feet, South 07°-40′-20″ West 482.88 feet, by a line curving to the left with a 298.06 foot radius the distance of 193.03 feet, which arc is subtended by a chord bearing South 10°-52′-50″ West 189.67 feet, South 29°-26′-00″ East 353.79 feet, by a line curving to the left with a

461.96 foot radius the distance of 138.95 feet, which arc is subtended by a chord bearing South 38°-03′-00″ East 138.42 feet, and South 46°-40′-00″ East 193.46 feet to intersect the northwest side of said Walther Avenue; and thence binding on the northwest side of said Walther Avenue South 58°-18′-40″ West 62.11 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Parkway as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on fourth day of September in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Parkway and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 20, 1928.

WM. F. BROENING, *Mayor.*

No. 599.

An ordinance to condemn, open, widen and grade Melrose Avenue, from its present width of 40 feet to a width varying from 60 feet to 91.13 feet, from the west side of Charles Street to the east side of the right of way of the Maryland and Pennsylvania Railroad; and Melrose Avenue, 60 feet wide from the west side of the right of way of the Maryland and Pennsylvaina Railroad, to the east side of said Roland Avenue, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets, on the tenth day of September, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn open, widen and grade Melrose Avenue, from its present width of 40 feet, to a width varying from 60 feet to 91.13 feet, from the west side of Charles Street to the east side of the right of way of the Maryland and Pennsylvania Railroad; and Melrose Avenue, 60 feet wide, from the west side of the right of way of the Maryland and Pennsylvania Railroad to the east side of Roland Avenue, the land hereby directed to be condemned for said opening, widening and grading being described as follows:

Beginning for the First Section at a point on the west side of Charles Street, 66 feet wide, at the distance of 1358.17 feet northerly from the point formed by the intersection of the north-side of Belvedere Avenue, as now in process of condemnation under Ordinance No. 567, approved, March 15, 1926, and the west side of said Charles Street, the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 2794.48 feet and North 24918.05 feet; and running thence South 84°-13′-00″ West 601.90 feet; thence by a

line curving to the left with a 163.70 foot radius the distance of 143.81 feet, which arc is subtended by a chord bearing South 59°-17′-45″ West 137.94 feet; thence by a line curving to the right with a 359.01 foot radius the distance of 275.80 feet, which arc is subtended by a chord bearing South 56°-23′-00″ West 269.07 feet; thence continuing to curve to the right by a line with a 487.14 foot radius the distance of 228.47 feet, which arc is subtended by a chord bearing North 88°-10′-20″ West 226.39 feet; thence North 74°-44′-10″ West 125.07 feet; thence by a line curving to the left with a 1140.00 foot radius the distance of 307.97 feet, which arc is subtended by a chord bearing North 82°-28′-31″ West 307.03 feet; thence South 89°-47′-08″ West 315.45 feet more or less to intersect the east side of the right of way of the Maryland and Pennsylvania Railroad; thence binding on the east side of said right of way North 01°-31′-34″ East 60.02 feet to intersect a line drawn parallel with and distant 60 feet, northerly measured at right angles from the seventh line of this description thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 60 feet northerly measured at right angles from the sixth, fifth, fourth, and third lines respectively, of this description, the five following courses and distances namely: North 89°-47′-08″ East 315.63 feet more or less, by a line curving to the right with a 1200.00 foot radius the distance of 324.18 feet, which arc is subtended by a chord bearing South 82°-28′-31″ East 323.19 feet, South 74°-44′-10″ East 125.07 feet, by a line curving to the left with a 427.14 foot radius the distance of 200.33 feet, which arc is subtended by a chord bearing South 88°-10′-20″

East 198.50 feet, and by a line curving to the left with a 299.01 foot radius the distance of 322.98 feet, which arc is subtended by a chord bearing North 47°-26′-51″ East 307.50 feet to intersect a line drawn parallel with and distant 60 feet northerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon North 84°-13′-00″ East 724.74 feet to intersect the west side of said Charles Street; and thence binding on the west side of said Charles Street South 05°-46′-00″ East 60 feet to the place of beginning.

Beginning for the Second Section at a point on the east side of Roland Avenue, 106 feet wide, said point of beginning being distant 1140.95 feet, northerly from the point formed by the intersection of the North side of Belvedere Avenue, as now in process of condemnation under Ordinance No. 567 approved March 15, 1926, and the east side of said Roland Avenue; the co-ordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission being West 5177.60 feet and North 24715.41 feet; and running thence binding on the east side of said Roland Avenue North 00°-12′-52″ West 60 feet; thence North 89°-47′-08″ East 416.63 feet more or less to intersect the west side of the right of way of the Maryland and Pennsylvania Railroad; thence binding on the west side of said right of way South 01°-31′-34″ West 60.02 feet to intersect a line drawn parallel with and distant 60 feet southerly measured at right angles from the second line of this description and thence reversing said line so drawn and binding thereon South 89°-47′-08″

West 414.81 feet more or less to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the office of the Commissioners for Opening Streets on the tenth day of September in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said avenue and the proceedings and rights of all parties interested or affected thereby shall be regulated by and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 20, 1928.

WM. F. BROENING, *Mayor.*

No. 600.

An ordinance granting permission to A. M. Smero to erect a metal garage in the rear of his premises, 134 N. Lakewood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to A. M. Smero to erect a metal garage 10 ft. wide and 14 ft. long in the rear of his premises 134 N. Lakewood Avenue; the said garage to be within 5 ft. of a frame overhanging structure and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said city.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 20, 1928.

WM. F. BROENING, *Mayor.*

No. 601.

An ordinance granting permission to B. W. Blizzard to erect a metal garage in the rear of his premises, 530 N Lakewood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to B. W. Blizzard to erect a metal garage 10 ft. wide and 14 ft. long in the rear of his premises 530 N. Lakewood Avenue; the said garage to be within 5 ft. of a frame overhanging structure and to be erected under the supervision of the Bureau of

Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 20, 1928.

WM. F. BROENING, *Mayor.*

No. 602.

An ordinance authorizing the sale of twenty-six and thirty-five one-hundredths acres, more or less, of land devised by Samuel H. Tagart to the Mayor and City Council of Baltimore in trust for McDonogh Educational Fund and Institute, which land is situate in the Green Spring Valley, in Baltimore County, and is more particularly described in this ordinance.

Whereas, Samuel H. Tagart, by his Last Will and Testament, devised all the rest and residue of his property, real and personal, after paying certain legacies and devises, to the Mayor and City Council of Baltimore in trust for the McDonogh Educational Fund and Institute absolutely, which said devise and bequest in trust has been duly accepted by the said Mayor and City Council of Baltimore; and

Whereas it is to the best interests of the said McDonogh Educational Fund and Institute that the Mayor and City Council of Baltimore should sell and convert into cash twenty-six and thirty-five one hundredths acres, more or less, of land devised by Samuel H. Tagart to the Mayor and City Council of Baltimore in trust for McDonogh Education Fund and Institute, which land is situate in the Green Spring Valley, in

Baltimore County, and described as follows, that is to say:

Beginning for the same at the beginning of the tract of land described in the deed from Mary Ann Carroll to William Tagart, dated November 11th, 1853, and recorded among the Land Records of Baltimore County in Liber H. M. F. No. 6, folio 491 etc.; and running thence binding on the outlines of said land as described in said deed the four following courses and distances; south one degree and thirty minutes west, three hundred and sixty-two feet, south twenty-five degrees and fifty-six minutes west, four hundred and twenty-nine perches to a pipe; north sixty-three degrees, fifty-nine minutes west, four hundred and ninety-six feet to a stone, and north eighty-eight degrees twenty-nine minutes west, seven hundred and forty-six feet to a white flint stone at the end of the first line of the parcel of land described in the deed from S. H. Tagart, etc., to David W. Cross, dated March 27th, 1867 and recorded among said Land Records in Liber E. H. A. No. 70, folio 190 etc.; thence binding on the second line of said last mentioned parcel of land as described in said deed, north eight-eight degrees twenty-nine minutes west, six hundred and ninty-nine feet, more or less, to the centre of Green Spring Avenue; thence binding on the centre of Green Spring Avenue as surveyed by Kern and Mintiens, the three following courses and distances: North twenty-five degrees and thirty-seven minutes west, one hundred and five feet, north twenty-three degrees and fifty-two minutes west, ninety-nine feet and seven-tenths inches, north seventeen degrees and forty minutes west, three hundred feet to intersect the given line of the above mentioned tract of land

described in the deed from Mary Ann Carroll to William Tagart, at a point sixty-two feet and five inches north eighty-seven degrees and forty-eight minutes west from a stone in said line; thence binding on said line north eighty-nine degrees and fifty-seven minutes east, two thousand two hundred and sixty-four feet, more or less, to the place of beginning; and

Whereas the Board of Trustees of the McDonogh Educational Fund and Institute have received an offer of Nine thousand one hundred and forty-three dollars and seventy-five cents ($9,143.75) in cash from Harry L. Gatch and Martha M. Gatch, his wife; B. Wesley Gatch and Edith L. Gatch, his wife; Arthur C. Gatch and Helen Gatch, his wife; Turner Ashby Gatch and Theresa Gatch, his wife; and Frederick Talbot Gatch and Mildred Gatch, his wife, which the said Trustees have ascertained and reported to be the best price that can be obtained for said land and which they recommend should be accepted, being a fair price therefor; now, therefore,

Section 1. *Be it ordained by the Mayor and City Council of Baltimore,* that the above offer of purchase from Harry L. Gatch, et al., of the said property devised as aforesaid, by the said Samuel H. Tagart and particularly described in the preamble hereto be and the same is hereby accepted, and the Mayor is hereby authorized and empowered, on behalf of the Mayor and City Council of Baltimore, Trustee under the said Last Will and Testament of the said Samuel H. Tagart, as set forth in the preamble to this ordinance, to execute and deliver to the said Harry L. Gatch and Martha M. Gatch, his

wife; B. Wesley Gatch and Edith L. Gatch, his wife; Arthur C. Gatch and Helen Gatch, his wife; Turner Ashby Gatch and Theresa Gatch, his wife, and Frederick Talbot Gatch and Mildred Gatch, his wife, upon receipt from them of said sum of Nine thousand one hundred and forty-three dollars and seventy-five cents ($9,-143.75) and not before, a good and sufficient deed for the conveyance to them, the said Harry L. Gatch and Martha M. Gatch, his wife; B. Wesley Gatch and Edith L. Gatch, his wife; Arthur C. Gatch and Helen Gatch, his wife; Turner Ashby Gatch and Theresa Gatch, his wife; and Frederick Talbot Gatch and Mildred Gatch, his wife, of the land fully described in the preamble hereto, and of the title and interest of the Mayor and City Council of Baltimore therein, and R. Walter Graham, the City Comptroller, is hereby constituted the attorney in fact of the Mayor and City Council of Baltimore to appear before any officer competent to take acknowledgments of deeds and is hereby directed to acknowledge said deed as the act of the Mayor and City Council of Baltimore when presented to him for that purpose by the Mayor.

Section 2. And be it further ordained, That this ordinance shall take effect from the date of its passage.

Approved December 20, 1928.

WM. F. BROENING, *Mayor.*

No. 603.

An ordinance to condemn and close a portion of Carnegie Avenue, as condemned and opened under Ordinance No. 218, approved July 8, 1924, from the Eastern Boundary of Baltimore City established 1918 to a point northwesterly 266.14 feet, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-fourth day of October, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close a portion of Carnegie Avenue, as condemned and opened under Ordinance No. 218, approved July 8, 1924, from the Eastern Boundary of Baltimore City established 1918 to a point northwesterly 266.14 feet, the land hereby directed to be condemned for said Carnegie Avenue being described as follows:

Beginning for the same at a point formed by the intersection of the southwest side of Carnegie Avenue, as condemned and opened under Ordinance No. 218, approved July 8, 1924, and the eastern boundary of Baltimore City established 1918; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 24311.95 feet and South 10295.72 feet; and running thence binding on the southwest side of said Carnegie Avenue North 20°-16′-32″ West 266.14 feet to intersect the division line between the properties now or formerly belonging to the Baltimore and Ohio Railroad Company and Gotlieb M. Stengel and wife; thence binding on said division line produced northeasterly North 87°-06′-30″ East 57.63 feet; thence South 20°-16′-32″ East 100.05 feet to intersect the said eastern boundary of

Baltimore City; and thence binding on said eastern boundary due South 158.71 feet to the place of beginning. The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission, the said avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-fourth day of October in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Carnegie Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 20, 1928.

WM. F. BROENING, *Mayor.*

No. 604.

An ordinance to condemn and close three portions of Forest Park Avenue, as condemned and opened in accordance with Ordinance No. 625, approved April 16, 1926, 6 feet wide along the northwest side, from Granada Avenue to Carleview Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the sixteenth day of October, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close three portions of Forest Park Avenue, as condemned and opened in accordance with Ordinance No. 625, approved April 16, 1926, 6 feet wide, along the northwest side from Granada Avenue to Carleview Avenue, the land hereby directed to be condemned for said Forest Park Avenue being described as follows:

Beginning for the first at a point formed by the intersection of the northwest side of Forest Park Avenue, 66 feet wide, as condemned, and opened in accordance with Ordinance No. 625, approved April 16, 1926, and the northwest side of Granada Avenue, 60 feet wide; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 21051.05 feet and North 9531.26 feet; and running thence binding on the northwest side of said Forest Park Avenue South 68°-50′-00″ West 34.18 feet to intersect the northeast side of Ethland Avenue, 50 feet wide; thence binding on the northeast side of said Ethland Avenue produced southeasterly, South 69°-00′-00″ East 8.94 feet to intersect a line drawn parallel with and distant 6 feet southeasterly measured at right angles from the first line of this de-

scription; thence reversing said line so drawn and binding thereon North 68°-50′-00″ East 22.11 feet to intersect the northwest side of said Granada Avenue produced southwesterly; and thence binding on the northwest side of said Granada Avenue so produced North 21°-00′-00″ East 8.10 feet to the place of beginning.

Beginning for the second at a point formed by the intersection of the northwest side of Forest Park Avenue, 66 feet wide, as condemned and opened in accordance with Ordinance No. 625, approved April 16, 1926, and the southwest side of Ethland Avenue, 50 feet wide; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 21152.38 feet and North 9492.02 feet; and running thence binding on the northwest side of said Forest Park Avenue South 68°-50′-00″ West 400.79 feet to intersect the northeast side of a 15 foot alley there situate; thence binding on the northeast side of said 15 foot alley produced southeasterly, South 21°-32′-50″ East 6 feet to intersect a line drawn parallel with and distant 6 feet southeasterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon North 68°-50′-00″ East 407.37 feet to intersect the southwest side of said Ethland Avenue produced southeasterly; and thence binding on the southwest side of said Ethland Avenue so produced North 69°-00′-00″ West 8.94 feet to the place of beginning.

Beginning for the third at a point formed by the intersection of the northwest side of Forest Park Avenue, 66 feet wide, as condemned, and opened in accordance with Ordinance No. 625, approved April 16, 1926, and the north-

east side of Carleview Avenue, 55 feet wide; the co-ordinates of said point of beginning; based upon the system established by the City of Baltimore Topographical Survey Commission, being West 21933.80 feet and North 9189.45 feet; and running thence binding on the northwest side of said Forest Park Avenue North 68°-50′-00″ East 422.17 feet to intersect the southwest side of a 15 foot alley there situate; thence binding on the southwest side of said 15 foot alley produced southeasterly South 21°-32′-50″ East 6 feet to intersect a line drawn parallel with and distant 6 feet southeasterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon South 68°-50′-00″ West 420.51 feet to intersect the northeast side of said Carleview Avenue produced southeasterly; and thence binding on the northeast side of said Carleview Avenue so produced North 36°-58′-50″ West 6.24 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the sixteenth day of October in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Forest Park Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regu-

lated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 20, 1928.

WM. F. BROENING, *Mayor.*

No. 605.

An ordinance to condemn and close 13 feet of Cromwell Street along the south side thereof, from the east side of Charles Street to the west side of Light Street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the eleventh day of October, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are, hereby authorized and directed to condemn and close 13 feet of Cromwell Street along the south side thereof from the east side of Charles Street to the west side of Light Street, the land hereby directed to be condemned for said Cromwell Street being described as follows:

Beginning for the same at a point formed by the intersection of the south side of Cromwell Street, as now laid out 66 feet wide, and the

east side of Charles Street, as now laid out 66 feet wide; and running thence northerly binding on the east side of said Charles Street 13 feet to intersect a line drawn parallel with and distant 13 feet northerly measured at right angles from the south side of said Cromwell Street; thence easterly binding on said line so drawn 458.33 feet to intersect the west side of Light Street, as now laid out 82.5 feet wide; thence binding on the west side of said Light Street southerly 13 feet to intersect the south side of said Cromwell Street; and thence westerly binding on the south side of said Cromwell Street 458.33 feet to the place of beginning.

The said street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on eleventh day of October in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Cromwell Street and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council

of Baltimore now in force and applicable thereto.

Approved December 20, 1928.

WM. F. BROENING, *Mayor.*

No. 606.

An ordinance granting permission to Christopher Gebhart to erect an individual metal garage in the rear of his premises, 2916 E. Madison Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Christopher Gebhart to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises 2916 E. Madison Street; the said garage to be within 4 ft. of a frame bathroom and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, provided, however, that there shall be no openings on sides or back.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 20, 1928.

WM. F. BROENING, *Mayor.*

No. 607.

An ordinance granting permission to John Rosenberger to erect an individual metal garage in the rear of his premises, 706 N. Linwood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to John Rosenberger to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises 706 N. Linwood Avenue; the said garage to be within 4 ft. of an open frame porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, provided, however, that the frame overhangs shall be fireproof.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 20, 1928.

WM. F. BROENING, *Mayor.*

No. 608.

An ordinance granting permission to Geo. E. Tilman to erect an additional individual garage in the rear of his premises, 3009 Independence Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Geo. E. Tilman to erect an additional individual garage 19 ft. long and 9 ft. wide in the rear of his premises 3009 Independence Street; the said garage

to be of concrete block construction, to be within 10 ft. of a frame building on the same premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 20, 1928.

WM. F. BROENING, *Mayor.*

No. 609.

An ordinance to change the name of Eierman Avenue, from the east side of Belair Road to Mannasota Avenue, the new name of said Eierman Avenue to be Nicholas Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Eierman Avenue, from the east side of Belair Road to Mannasota Avenue, be and it is hereby changed, and that said Eierman Avenue shall hereafter be known as Nicholas Avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 20, 1928.

WM. F. BROENING, *Mayor.*

No. 610.

An ordinance granting permission to Mrs. Lillian Williams, 3306 Elm Avenue; Mollie G. Brown, 3308 Elm Avenue; Mrs. Eva M. Harr, 3310 Elm Avenue; Mrs. Cora Armiger, 3312 Elm Avenue; H. S. Lego, 3314 Elm Aveune; Mrs. Della Lego, 3316 Elm Avenue, and Nathan Greenberg, 3304 and 3318 Elm Avenue, to erect open front porches, with side steps, on their respective premises.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Mrs. Lillian Williams, 3306 Elm Avenue, Mollie G. Brown, 3308 Elm Avenue, Mrs. Eva M. Harr, 3310 Elm Avenue, Mrs. Cora Armiger, 3312 Elm Avenue, H. S. Lego, 3314 Elm Avenue, Mrs. Della Lego, 3316 Elm Avenue, and Nathan Greenberg, 3304 and 3318 Elm Avenue, to erect open front porches on their respective premises; each of said porches to be 15 ft. long and 7 ft. 9 in. wide, with side steps, to be of brick construction with tin roof, to have coal-bin underneath, not to extend beyond the building line and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 20, 1928.

WM. F. BROENING, *Mayor.*

No. 611.

AN ORDINANCE ENTITLED

"THE ORDINANCE OF ESTIMATES"

FOR THE YEAR 1929.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the following amounts are hereby appropriated for the "Departmental Estimates," "Estimates for New Improvements" and "Estimates for Annual Appropriations" of the Mayor and City Council of Baltimore for the year 1929, as per budget of the Board of Estimates hereunto annexed and made a part hereof:

LIST No. 1.

"DEPARTMENTAL ESTIMATES."

APPEAL TAX COURT.

Salaries	$153,650.00	
Expenses	10,275.00	
Checking Tax Exemptions	2,000.00	
		$165,925.00

BALTIMORE CITY JAIL.

Salaries	$77,550.00	
Expenses	86,850.00	
		$164,400.00

BOARD OF FIRE COMMISSIONERS.

Salaries		$2,568,860.00
Expenses:		
Equipment and Repairs	$45,000.00	
Hose	10,000.00	
Fuel and Light	70,000.00	
Fire Alarm Telegraph Dept	30,000.00	
Pumping Station—Fuel and Oils	64,000.00	

Fireboats—Fuel and Oils	20,000.00	
Pipe Line System Repairs	500.00	
Furniture	4,000.00	
Accident Insurance	2,000.00	
Washing	15,441.60	

BOARD OF FIRE COMMISSIONERS.

Salaries		$2,568,860.00
Expenses:		
Equipment and Repairs	$45,000.00	
Hose	10,000.00	
Fuel and Light	70,000.00	
Fire Alarm Telegraph Dept	30,000.00	
Pumping Station—Fuel and Oils	64,000.00	
Fireboats—Fuel and Oils	20,000.00	
Pipe Line System Repairs	500.00	
Furniture	4,000.00	
Accident Insurance	2,000.00	
Washing	15,441.60	
Office Expense	800.00	
Sundries	10,000.00	
Storeroom Supplies	30,000.00	
Overhead and Underground Wires	17,500.00	
Chassis, Runabouts, etc	7,500.00	
Pumping Station Repairs	4,000.00	
Fireboat Repairs	10,000.00	
Municipal Heating Line Repairs	1,500.00	
Gasoline and Motor Oils	12,000.00	
Fire Alarm Boxes	10,000.00	
		364,341.60
		$2,933,101.60

BOARD OF PARK COMMISSIONERS.

Salaries:		
Office	$12,110.00	
Parks	456,723.40	
Engineer	5,000.00	
Pools	31,000.00	
Clifton Golf Course	19,400.00	
Stadium	20,000.00	
		$544,233.40

Expenses:		
Office	$2,325.00	
Parks	301,600.00	
Engineer	5,500.00	
Pools	25,750.00	
Forestry Work	25,000.00	
Ground Rents	6,820.12	
Playground Athletic League	55,000.00	
Stadium	30,000.00	
Golf Course, Clifton	6,600.00	
		458,595.12
		$1,002,828.52

BOARD OF POLICE COMMISSIONERS.

Salaries	$5,400.00	
Expenses	2,000.00	
		$7,400.00

BOARD OF SCHOOL COMMISSIONERS.

Salaries:		
Educational Administration	$85,250.00	
Bureau of Educational Measurements and Research	15,000.00	
Division of Art	28,990.00	
Division of Music	29,620.00	
Division of Physical Education	67,790.00	
Hospital Schools	10,700.00	
Elementary Schools	4,047,990.00	
Demonstration Schools	144,560.00	
Junior High Schools	1,242,290.00	
Senior High Schools	1,134,650.00	
Vocational Schools	143,380.00	
Summer Schools	33,676.50	
Training Schools	14,650.00	
Night Schools	124,407.50	
Parental Schools	16,110.00	
School and Home Gardens	7,150.00	
Business Administration	48,700.00	
Employees	659,710.00	
		$7,854,624.00

Expenses:		
Office Supplies and Furniture		$1,000.00
Transportation—Superintendent's Staff		13,000.00
Stationery and Classroom Supplies		105,000.00
Text Books and Material of Instruction		150,000.00
Materials and Supplies—Junior High Schools		18,000.00
Materials and Supplies—Senior High Schools		30,000.00
Vocational Supplies		20,000.00
Industrial Art Supplies		20,000.00
Home Economics Supplies		10,000.00
Cooking Class Supplies		13,000.00
Commercial Class Supplies—Secondary Schools		10,000.00
Summer Schools		1,500.00
Special Class Supplies		8,500.00
Printing Courses of Study		2,500.00
Library Books, Secondary Schools		5,000.00
Equipment and Materials for visual education		2,500.00
Athletic Supplies		2,500.00
Field Day, White and Colored		750.00
Public School Orchestra		1,500.00
Commencements		1,200.00
Attendance Dept., Carfare and Telephone Calls		1,300.00
Emergency Items for Principals		2,000.00
Supplies for Night Schools and Americanization		7,500.00
Supplies for Bureau of Research and Statistics		10,000.00
Parental Schools—White		7,000.00
Parental Schools—Colored		8,000.00
School and Home Gardens		1,000.00
Business Office:		
Advertising	$1,200.00	
Office Supplies—Equipment and Furniture	3,100.00	
Transportation for Director of Business Management and Staff	3,000.00	
Materials for mimeographing specifications	500.00	
Carfare, Telephone Calls and General Expense	900.00	
Maintenance and Operation, Auto Trucks	2,700.00	
		$11,400.00
Maintenance and Operation of Buildings:		
Light and Power	$85,000.00	

Fuel	185,000.00	
Engineers Supplies	3,200.00	
Janitors Supplies	19,500.00	
Cleaning Windows	2,000.00	
Rent of Telephones—under supervision of Supervisor of Telephones	8,000.00	
Playgrounds, Athletic Fields	20,000.00	
		322,700.00
Repairs, Replacements and Transfers:		
Kindergarten Equipment	$400.00	
Furniture and Equipment	3,000.00	
Vocational Equipment	2,000.00	
Industrial Arts Equipment	1,000.00	
Home Economics Equipment	1,750.00	
Laboratory Equipment	100.00	
Gymnasium and Playground Equipment	400.00	
Pianos, Organs and Victrolas	1,000.00	
Window Shades	3,750.00	
Drinking Fountains	2,000.00	
Portables, Repairs, Transfers, Removals	15,000.00	
Commercial Equipment	500.00	
		30,900.00
Repair Shop:		
Supplies and Materials	$5,000.00	
Tools and Equipment	300.00	
Carfare, Telephone Calls, etc	800.00	
		6,100.00
Miscellaneous:		
Department of Education Bulletins	$3,000.00	
Materials for Printing Forms	1,500.00	
Extension Courses and Extension Features	3,000.00	
Open Air Class Lunches	8,000.00	
Milk and Pupil Lunches	13,000.00	
Lunches for Crippled Children	2,700.00	
Rent	7,500.00	
Hauling	5,000.00	

Conveying Children To and From School	25,000.00	
Postage	4,000.00	
Repairs to Schools	100,000.00	
Grading and Surfacing School Yards	25,000.00	
		197,700.00
Expenses		$1,021,550.00
Salaries		7,854,624.00
		$8,876,174.00

BOARD OF TRUSTEES OF THE EMPLOYEES RETIREMENT SYSTEM.

Salaries	$12,500.00	
Expense	8,500.00	
		$21,000.00

BOARD OF ZONING APPEALS.

Salaries	$18,300.00	
Expenses	1,500.00	
		$19,800.00

BUREAU OF AUDITS.

Salaries	$20,700.00	
Expenses	1,000.00	
		$21,700.00

BUREAU OF RECEIPTS.

Salaries:		
Administrative and Results Division	$54,000.00	
Billing Division	44,200.00	
Collection Division	58,200.00	
Controls Division	22,600.00	
		$179,000.00
Expenses:		
Advertising	$1,500.00	
Tax Computers	800.00	

City Directories	105.00	
Bond Premiums—Fidelity Indem	6,500.00	
Carfare and Transportation	600.00	
Addressograph Supplies	1,500.00	
License Tags	2,800.00	
Supper for Employees	3,000.00	
Seasonal Employees	8,000.00	
Delivery of Tax Sale Notices	3,300.00	
Cost of Collection at Banks	11,000.00	
Stationery—New Forms	8,000.00	
Miscellaneous	800.00	
		$47,905.00
		$226,905.00

CENTRAL PURCHASING BUREAU.

Salaries	$15,350.00	
Expenses	2,500.00	
		$17,850.00

CITY COUNCIL.

Salaries	$62,200.00	
Expenses	11,000.00	
		$73,200.00

CITY LIBRARIAN.

Salaries	$6,400.00	
Expenses	1,900.00	
		$8,300.00

CITY REGISTER.

Salaries	$18,950.00	
Salaries—Commissioners of Finance	500.00	
		$19,450.00
Advertising Laws	$1,000.00	
Comm. of Finance Expense	6,500.00	
City Register's Expense	3,000.00	
		10,500.00
		$29,950.00

CITY SERVICE COMMISSION.

Salaries	$17,300.00	
Expenses	2,500.00	
		$19,800.00

COMMISSIONER OF HEALTH.

Salaries:		
Office	$20,800.00	
Bureau of Vital Statistics	13,300.00	
Bureau of Sanitation	60,150.00	
Bureau of Communicable Diseases	91,450.00	
Bureau of Bacteriology	30,300.00	
Bureau of Chemistry and Food	119,300.00	
Bureau of Nursing	178,900.00	
Bureau of Child Welfare	50,070.00	
Extension of Health Education and Physical Training in Public Schools	25,300.00	
Sydenham Hospital	90,320.00	
		$679,890.00
Expenses:		
Disinfectants	$1,200.00	
Antitoxin	12,000.00	
Vaccine Virus	2,500.00	
Prevention of Infectious Diseases	6,000.00	
Nursing Division	3,000.00	
Tuberculosis Dispensaries	2,000.00	
Morgue and City Burials	1,000.00	
Dairy Farm Inspection	14,000.00	
Chemical Laboratory	3,500.00	
Bacteriological Laboratory	8,500.00	
Incidentals	5,000.00	
Care of City Patients	500.00	
Maintenance of Automobiles	20,000.00	
Vital Statistics	2,500.00	
Bureau for Prevention of Infant Mortality	12,000.00	
Westport Center	700.00	
Curtis Bay Clinic	1,200.00	
Purchase and Renovating clinics for venereal and other diseases	9,500.00	
Dental Clinics	2,500.00	

Extension of Health Education and Physical Training in Public Schools	500.00	
Robert Garrett Hospital	2,500.00	
Meat Inspection	1,300.00	
Gas Inspection	300.00	
		112,200.00
Sydenham Hospital Expenses:		
Miscellaneous	$700.00	
Apparatus and Instruments	300.00	
Medical and Surgical Supplies	3,000.00	
Pharmacists Supplies	1,000.00	
Laboratory Supplies	200.00	
Housekeeping Supplies	4,000.00	
Laundry Supplies	1,000.00	
Food	33,000.00	
Maintenance and Repairs of Motor Vehicles	3,500.00	
Maintenance of Buildings, Machinery and Piping	2,000.00	
Maintenance of Power House	10,000.00	
Gas and Electricity Bills	4,500.00	
Laundry Equipment	2,500.00	
Maintenance of X-Ray	750.00	
		66,450.00
		$858,540.00

COMPTROLLER.

Office:		
Salaries	$18,300.00	
Expenses	6,000.00	
		$24,300.00
Broadway Pier:		
Salaries	$8,600.00	
Expenses	5,000.00	
		13,600.00
Bureau of Disbursements:		
Salaries		29,500.00
Control Payroll Bureau:		
Salaries	$33,250.00	
Expenses	9,044.50	
		$42,294.50

Comfort Stations:		
Salaries	$19,592.00	
Expenses	5,100.00	
		24,692.00
Harbor Master:		
Salaries	$12,200.00	
Expenses	1,600.00	
		13,800.00
Municipal Post Office:		
Salaries	$5,300.00	
Expenses	35,400.00	
		40,700.00
Municipal Telephones:		
Salaries	$18,500.00	
Expenses	55,704.00	
		74,204.00
Superintendent of Markets:		
Salaries	$24,550.00	
Expenses	6,295.00	
Electric Current for Markets and Market Halls	14,000.00	
		44,845.00
Total Comptroller		$307,935.50

COURTS.

Juvenile Court:		
Salaries	$23,500.00	
Expenses	2,550.00	
		$26,050.00
Magistrates		35,600.00
Superior Court Expenses	$24,000.00	
Baltimore City Court Expenses	30,000.00	
Court of Common Pleas Expenses	11,000.00	
Criminal Court Expenses	110,000.00	
Prisoners' Aid Association	3,000.00	
		178,000.00
Orphans' Court:		
Salaries	$17,524.00	
Expenses	50.00	
		17,574.00

People's Court:		
Salaries	$94,500.00	
Expenses	8,500.00	
		103,000.00
Probation Dept:		
Salaries	$22,400.00	
Expenses	500.00	
		22,900.00
Supreme Bench:		
Salaries	$148,875.00	
Expenses	1,400.00	
		150,275.00
Trust Department		350.00
Total Courts		$533,749.00

DEPARTMENT OF LEGISLATIVE REFERENCE.

Salaries	$6,800.00	
Expenses	900.00	
		$7,700.00

DEPARTMENT OF PUBLIC WORKS.

Chief Engineer:		
Salaries	$24,800.00	
Expenses	6,000.00	
		$30,800.00
Bureau of Buildings—		
Salaries:		
Office and Inspection	$147,800.00	
Care of City Hall	36,400.00	
Care of Municipal Office Building	37,900.00	
Care of Court House	48,500.00	
Care of Police Headquarters Building	15,300.00	
Care of People's Court	4,700.00	
		290,600.00
Expenses:		
Incidentals	$4,000.00	
Transportation	12,000.00	
Repairs to Public Buildings	335,000.00	
Maintenance and Upkeep City Owned and Operated Elevators	13,900.00	

Care of City Hall	5,722.00	
Lighting Municipal Buildings	18,000.00	
Care of Municipal Office Building	6,000.00	
Care of Court House	5,225.00	
Care of Police Headquarters Building	4,825.00	
Care of People's Court	3,020.00	
Heating and Lighting Baltimore Museum of Art	10,000.00	
		417,692.00
		$708,292.00
Bureau of Harbors—		
Salaries:		
Office	$16,420.00	
Municipal Boats	28,512.00	
Municipal Radio Station	4,620.00	
Repairs to Wharves	2,500.00	
Drawbridges	14,800.00	
		66,852.00
Expenses:		
Incidentals	$1,200.00	
Surveys	4,500.00	
Dredging	60,000.00	
Municipal Boats	75,000.00	
Municipal Radio Station	1,880.00	
Excursions	5,000.00	
Repairs to Wharves	32,000.00	
Drawbridges	8,200.00	
Broadway Ferry	35,000.00	
		222,780.00
		$289,632.00
Bureau of Highways—		
Salaries:		
Office and Stores	$15,900.00	
Maintenance Division	42,100.00	
Inspection Division	17,350.00	
		$75,350.00
Expenses:		
Repairing Roads and Streets	$1,092,000.00	
Replacing Wornout Paving	100,000.00	
Surfacing with Cinders	20,000.00	
Maintenance of Autos and Trucks	15,300.00	

Maintenance of Bridges and Culverts.	80,000.00	
Maintenance of Harbor Belt Railroad.	2,250.00	
Maintenance of Storage Yards.....	6,300.00	
Transportation.	5,400.00	
		1,321,250.00
		$1,396,600.00
Bureau of Mechanical-Electrical Service—		
Salaries:		
Operating and Maintenance Completed Conduits.	$28,400.00	
Lighting Division	25,000.00	
Incinerator Division	9,196.00	
Mechanical Division	14,700.00	
		$77,296.00
Expenses:		
Operating and Maintaining Completed Conduits.	$20,000.00	
Mechanical Division	15,000.00	
Incinerator Division	200,000.00	
Gas Lighting and Maintenance.....	493,113.00	
Electric Lighting and Maintenance...	936,643.88	
		1,664,756.88
		$1,742,052.88
Bureau of Plans and Surveys—		
Salaries:		
City Plan Division.....	$13,075.00	
Drafting Division	94,545.00	
Survey Division	38,460.00	
Property Location Division.....	22,100.00	
		$168,180.00
Expenses.		16,350.00
		$184,530.00
Bureau of Sewers—		
Salaries:		
Sewer Division	$35,200.00	
Sewerage Pumping Station.....	25,000.00	
Sewerage Disposal Plant.....	18,700.00	
		$78,900.00

Expenses:		
Maintenance and Operation of Sewerage and Drainage Systems	$220,000.00	
Maintenance and Operation of Sewerage Pumping Station	49,000.00	
Maintenance and Operation of Back River Sewage Works	106,000.00	
Maintenance of Autos, Trucks and New Equipment	15,000.00	
		390,000.00
		$468,900.00
Bureau of Standards—		
Salaries:		
Laboratory	$16,500.00	
Inspection of Weights and Measures	16,553.00	
		$33,053.00
Expenses:		
Laboratory	$5,400.00	
Inspection of Weights and Measures	2,400.00	
		7,800.00
		$40,853.00
Bureau of Stores—		
Salaries	$15,200.00	
Expenses	33,500.00	
		$48,700.00
Bureau of Street Cleaning—		
Salaries		$59,134.00
Expenses:		
Incidentals	$2,000.00	
Streets, Carts and Men	200,000.00	
Sweepers and Scrapers	375,000.00	
Collection of Garbage and Ashes, including contract for outlying sections	592,000.00	
Removal and Final Disposition of Garbage	246,000.00	
Tools and Repairs	6,000.00	
Removal of Ashes	27,000.00	
Contract for Removal of Rubbish	488,750.00	
Collection, Hauling and Disposing of Oils and Waste	3,250.00	

Market Cleaning	50,000.00	
Extermination of Mosquitoes	30,000.00	
New Equipment	4,000.00	
		2,024,000.00
		$2,083,134.00
Bureau of Transportation—		
Salaries		$11,200.00
Bureau of Water Supply		
Salaries:		
Executive Division	$26,000.00	
Accounting Division	18,100.00	
Filtration Division	22,800.00	
Pumping Stations	59,000.00	
Distribution Division	86,400.00	
		$212,300.00
Expenses:		
Labor	$632,400.00	
Paving	49,500.00	
General Expenses	4,100.00	
Operating Expenses	390,750.00	
Maint. Expenses	59,300.00	
Miscellaneous Expenses	63,200.00	
New Properties	13,100.00	
Stock, Material and Supplies	189,100.00	
		1,401,450.00
		$1,613,750.00
Municipal Employment Bureau—		
Salaries	$3,000.00	
Expenses	200.00	
		3,200.00
Total Department of Public Works		$8,617,643.88

ENOCH PRATT FREE LIBRARY.

		$317,878.40

FREE PUBLIC BATH COMMISSION.

Salaries	$88,589.52	
Expenses	22,585.00	
		$111,174.52

LAW DEPARTMENT.

Salaries		$82,670.00	
Expenses		7,500.00	
Judgments and Suits		30,000.00	
			$120,170.00

MAYORALTY.

Salaries		$28,500.00	
Expenses		12,500.00	
			$41,000.00

MISCELLANEOUS GENERAL EXPENDITURES.

Insurance on City Property		$153,500.00
Maryland Academy of Science		2,000.00
Board of Estimates (of which $50,000 is the Contingent Fund authorized by Section 38 of the Baltimore City Charter, and the balance of $100,000 is the amount estimated for expenses to be expended by said Board in the necessary conduct of the public business		150,000.00
Additional Departmental Funds (to the several Departments, Boards, Commissioners, Officers, and other Agencies of the City Government for additional and extraordinary expenses, and to be expended as needed by said Agencies subject to the approval of the Board of Estimates		150,000.00
Municipal Band		20,000.00
Baltimore Symphony Orchestra		27,000.00
Municipal Director of Music		2,000.00
Public Athletic League—Children's Playground Association:		
General	$25,000.00	
Schools	6,000.00	
Summer Playgrounds	5,000.00	
		36,000.00
Advertising Preparation, etc., Ordinance of Estimates		4,000.00

Comfort Station, Canton Market		10,000.00	
Transportation of House of Correction		1,200.00	
Special Medical Examination		800.00	
Supervisors of Assessments:			
Salary	$2,400.00		
Expenses	1,500.00		
		3,900.00	
Advertising Advantages of Port		10,000.00	
Ground Rent on City Property		50,000.00	
Industrial Bureau Board of Trade		12,500.00	
Export and Import Board of Trade		12,500.00	
Municipal Athletic Games		800.00	
Care of War Memorial Building (one-half to be reimbursed the City by the State)		17,000.00	
Roosevelt Park Recreation Centre		2,000.00	
Repairs to Rented City Property		4,000.00	
Morgan College		1,600.00	
Publication of Municipal Journal		15,000.00	
Reimbursements of Public Imp. Comm. for repairs to Schools		75,000.00	
Refund Arundel Corp., erroneous payment of Rent		12,600.00	
Reimbursement of Public Improvement for funds advanced for small water mains		50,000.00	
Preparation of City Charter and City Code (not to exceed)		5,000.00	
Baltimore Museum of Art		20,000.00	
Special Fund to be utilized for paving and bridges (under direction of Board of Estimates)		300,000.00	
			$1,148,400.00

POLICE DEPARTMENT.

Salaries	$4,201,484.00	
Expenses	293,790.00	
		$4,495,274.00

STATE'S ATTORNEY.

Salaries	$44,530.00	
Expenses	4,525.00	
		49,055.00

SUPERVISORS OF CITY CHARITIES.

Salaries:		
Office	$20,400.00	
Dispensary	8,100.00	
Baltimore City Hospital	231,510.00	
		$260,010.00
Expenses:		
Office	$2,215.00	
Care of Insane	343,750.00	
City Patients in Hospitals	260,949.00	
Destitute and Neglected Children	78,600.00	
Dispensary Service	8,000.00	
Temporary Care of Homeless Men	2,000.00	
Maryland Workshop for the Blind	8,000.00	
Transportation of the Poor	2,000.00	
Reformatories	183,000.00	
Maryland School for the Blind	14,000.00	
		902,514.00
Baltimore City Hospitals:		
Provisions	$195,000.00	
Fuel and Light	35,000.00	
Clothing and Bedding	20,000.00	
Drugs and Hospital Supplies	35,000.00	
Horses and Cows	1,000.00	
Laboratory Supplies	4,000.00	
General Expenses	60,000.00	
Repairs to Power Plant	15,000.00	
		365,000.00
		$1,527,524.00

SUPERVISORS OF ELECTIONS.

Salaries	$42,700.00	
Expenses	22,980.00	
		$65,680.00

SUMMARY LIST NO. 1.

Salaries	$18,623,146.92
Expenses	13,170,911.50
	$31,794,058.42

LIST No. 2.

"Estimates for New Improvements."

BOARD OF FIRE COMMISSIONERS.

Cable required for removal of overhead wires, Erdman Ave. to New City Line....	$7,398.00	
Substitution and Installation of Dynamotors for Batteries—Fire Alarm Telegraph System.	9,650.00	
		$17,048.00

BOARD OF PARK COMMISSIONERS.

Park Extension	$52,800.00	
Special Land Acquirements.....	30,288.18	
General Improvements	29,283.30	
		$112,371.48

BOARD OF SCHOOL COMMISSIONERS.

Equipments for Old Buildings:		
Kindergartens.	$1,000.00	
Furniture.	10,000.00	
Junior High Schools.....	4,500.00	
Senior High Schools.....	5,000.00	
Vocational Schools	8,000.00	
Industrial Art Rooms.....	4,000.00	
Home Economics	2,000.00	
Commercial Room	500.00	
Laboratories.	500.00	
Pianos, Organs and Victrolas.....	1,000.00	
Gymnasiums and Playgrounds.....	1,000.00	
Drinking Fountains	750.00	
Attendance and Census Bureau.....	500.00	
Special Class Rooms.....	900.00	
Equipment for New Buildings.....	150,000.00	
Improvements to Schools.....	200,000.00	
		$389,650.00

BUREAU OF RECEIPTS.

New Equipment		$20,150.00

COMMISSIONERS FOR OPENING STREETS.

(To be taken from Second Paving and Bridge Serial 1933-1952 Loan.)

Salaries	$18,300.00	
Expenses	2,000.00	
Damages and miscellaneous street openings	850,000.00	
		$870,300.00

DEPARTMENT OF PUBLIC WORKS.

Bureau of Harbors:		
Dredging McComas Street Terminal		$125,000.00
Bureau of Highways:		
(To be taken from Second Paving and Bridge Serial 1933-1952 Loan.)		
Construction Salaries	$6,900.00	
Paving Salaries	111,700.00	
		118,600.00
Bridges and Grade Crossings	$493,200.00	
Paving and Expenses of Paving	1,888,200.00	
		2,381,400.00
		$2,500,000.00
Bureau of Mechanical-Electrical Service:		
Construction Division Salaries (to be taken from Second Conduit Serial 1936-1965 Loan)	$18,000.00	
Bridges and Grade Salaries (to be taken from Paving and Bridge Serial 1936-1965 Loan)	3,500.00	
*Labor and Material New Conduits	290,000.00	
*Paving	10,000.00	
		$321,500.00

*To be taken from third Conduit Serial 1933-1967 Loan.

Bureau of Plans and Surveys:		
Executive Division (to be taken from Second Sewer Serial 1936-1975 Loan)		$4,500.00

*Salaries	$55,200.00	
*Expenses	2,000.00	
		57,200.00
		$61,700.00

*To be taken from Second Paving and Bridge Serial 1933-1952 Loan.

Bureau of Sewers:		
(To be taken from Third Sewer Serial 1933-1967 Loan.)		
Salaries	$172,850.00	
Extension of Sewerage and Drainage System	2,827,150.00	
		3,000,000.00
Total Department of Public Works		$6,008,200.00

MISCELLANEOUS.

For purchase and acquisition of ground rents on Municipal property or other capital expenditures, subject to approval of Board of Estimates, to be taken from Mayor and City Council Real Property Account	$400,000.00
Airport (subject to approval of Legislature, City Council and Ratification of Voters)	2,500,000.00
Paving, etc. (subject to approval of Legislature, City Council and Ratification of Voters)	2,000,000.00
Howard Street Improvement and East and West Boulevard (to be taken from Street Extension Loan)	6,000,000.00
	$10,900,000.00

PORT DEVELOPMENT COMMISSION.

(To be taken from Harbor Serial Loan.)

Salaries	$8,600.00	
Administrative Expenses	1,000.00	
McComas Street Terminal, etc	8,000,000.00	
		8,009,600.00
Total List No. 2		**$26,327,319.48**

LIST No. 3.

"Estimates for Annual Appropriations."

BOARD OF FIRE COMMISSIONERS.

Firemen's Regular Pensions	$166,033.20	
Pensions and Workmen's Compensation for Firemen's Widows	12,039.20	
		$178,072.40

BOARD OF PARK COMMISSIONERS.

Interest on Park Improvement 1955 Loan.	$40,000.00	
Sinking Fund	8,000.00	
		$48,800.00

BUREAU OF RECEIPTS.

Interest on Water Loans	$105,000.00

CITY REGISTER.

Interest on Funded Debt	$6,878,481.00

MISCELLANEOUS ANNUAL APPROPRIATIONS.

Maryland Institute	$27,000.00	
Library Co., Baltimore Bar	3,000.00	
Workmen's Compensation Liability Fund	40,000.00	
Pension Fund for Aged and Disabled Employees (Section 361, Chap. 498, Acts of 1916) for pensioners whose compensation has not exceeded $1,000 per annum.	80,000.00	
Retirement Fund	1,112,892.00	
Collection of Stray Dogs	18,500.00	
Coroners	9,000.00	
		$1,290,392.00

SINKING FUNDS.

Public Improvement 1940 Loan, 2c.....	$174,468.90	
Four Million 1945 Loan, ½c.....	43,617.23	
Annex Imp. 1951 Loan.....	29,500.00	
Paving 1951 Loan.....	59,000.00	
Annex Improvement 1954 Loan.....	17,500.00	
Burnt District Imp. 1954 Loan, 2c.....	174,468.90	
Highway Harbor 1955 Loan.....	17,700.00	
Public Park Improvement 1955 Loan, to be taken from Railway Park Tax and Provided for in Budget of Board of Park Commissioners	8,800.00	
New Engine House 1957 Loan.....	8,800.00	
New School House 1957 Loan.....	8,800.00	
Conduit 1958	7,600.00	
Water 1958	38,000.00	
Burnt District Imp. 1960 Loan.....	7,600.00	
Dock Imp. 1961 Loan.....	15,200.00	
Jones Falls Imp. 1961 Loan.....	7,600.00	
School House 1961 Loan.....	11,400.00	
New Sewerage Imp. 1961 Loan.....	76,000.00	
Conduit 1962 Loan.....	15,200.00	
New Sewerage Improvement 1980 Loan....	37,000.00	
Hospital Serial 1922-1941 Loan.....	31,000.00	
Conduit Serial 1918-1942 Loan.....	37,000.00	
School Serial 1918-1942 Loan.....	37,000.00	
General Imp. Serial 1922-1946 Loan.....	767,000.00	
Annex Serial 1918-1947 Loan.....	55,000.00	
Second School Serial 1924-1948 Loan.....	438,000.00	
Police Station House Serial 1925-1949 Loan	28,000.00	
Sewer Serial 1916-1955 Loan.....	49,000.00	
Water Serial 1922-1961 Loan.....	175,000.00	
Second Water Serial 1925-1964 Loan.....	123,000.00	
		$2,498,255.03
Less:		
Public Park Improvement 1955 Loan included in Budget of Board of Park Commissioners.....		8,800.00
		$2,489,455.03

Total List No. 3.....$10,990,200.43

SUMMARY.

List No. 1	$31,794,058.42
List No. 2	26,327,319.18
List No. 3	10,990,200.43
	$69,111,578.33

SEC. 2. *And be it further ordained,* That changes be and the same are hereby made in the per annum salaries of the following officials and employees, the amount of said changes being included in the items of salaries for the respective departments hereinbefore set forth, namely:

APPEAL TAX COURT.

Position Abolished:	
Chief Assessment Clerk	$3,000.00
New Position:	
Departmental Secretary	2,500.00
Decreases:	
Junior Clerk	500.00
Junior Clerk	400.00
Personal Property Assessor	100.00
Personal Property Assessor	400.00

BOARD OF FIRE COMMISSIONERS.

New Positions:	
2 Deputy Chiefs at $3,800	$7,600.00
11 Battalion Chiefs at $2,900	31,900.00
2 Fire Captains at $2,000	4,000.00
Asst. Marine Engineman	1,600.00
3 Asst. Enginemen at $1,800	5,400.00
33 Firemen at $1,700	56,100.00
Position Abolished:	
Fire Engineman	1,950.00
3 Asst. Marine Enginemen at $1,800	5,400.00
10 Firemen at $1,600	16,000.00
34 Firemen at $1,500	51,000.00

Repairman	1,950.00
Painter	1,800.00
Increase:	
Steam Fireman	100.00

BOARD OF FIRE COMMISSIONERS.

Increase:	
Chief Clerk and Timekeeper	$200.00
District Supt.	500.00
New Positions:	
Keeper	1,300.00
Truck Chauffeur	1,248.00
Electrician	1,560.00
2 Attending Field Construction Foremen at $1,560	3,120.00
Policeman	1,300.00
Boy	780.00
Golf Green Keeper	2,600.00
2 Patrolmen at $1,300	2,600.00
Attendant	728.00
9 Laborers at $1,000	9,000.00
Positions Abolished:	
Stable Boss	1,300.00
Woman Attendant	780.00
Keeper	1,300.00

BUREAU OF AUDITS.

New Positions:	
Principal Account Clerk	$2,000.00
3 Principal Account Clerks at $1,900	5,700.00
Burroughs Calculating Machine Operator	1,100.00
Positions Abolished:	
4 Auditing Clerks at $1,900	7,600.00
Increase:	
City Auditor	500.00

BUREAU OF RECEIPTS.

Administrative and Results Division—	
Increase:	
Deputy Manager	$500.00
Decreases:	
2 Billing Machine Operators at $100	200.00

Senior Clerk	100.00
Hollerath Machine Operator	100.00
Positions Abolished:	
Senior Clerk	1,500.00
Senior Clerk	1,400.00
Senior Account Clerk	1,600.00
Senior Clerk	1,300.00
New Positions:	
Senior Stenographer	1,100.00
Messenger	600.00
Billing Division—	
Positions Abolished:	
Billing Machine Operator	900.00
Addressograph Operator	1,100.00
Senior Account Clerk	1,700.00
Senior Account Clerk	1,800.00
Addressograph Operator	800.00
New Positions:	
4 Junior Clerks at $900	3,600.00
Senior Clerk	1,300.00
Controls Division—	
Position Abolished:	
Statistical Clerk	1,800.00
New Position:	
Senior Clerk	1,300.00

CITY LIBRARIAN.

Increase:	
Senior Stenographer	$100.00
Decrease:	
Junior Clerk	100.00
New Position:	
Senior Clerk	1,500.00

COMMISSIONERS FOR OPENING STREETS.

Position Abolished:	
Chauffeur	$1,300.00
New Position:	
Junior Clerk	900.00

COMMISSIONER OF HEALTH.

Bureau of Vital Statistics—	
Decrease:	
Junior Stenographer	$100.00
Bureau of Sanitation—	
Increase:	
Assistant Commissioner of Health	500.00
Division of Plumbing—	
New Position:	
Secretary to Inspector	2,250.00
Position Abolished:	
Plumbing Inspector	1,600.00
Decrease:	
Senior Stenographer	100.00
Bureau of Communicable Diseases—	
Decrease:	
Senior Stenographer	100.00
Bureau Bacteriology—	
New position—Senior Bacteriologist	1,500.00
Bureau of Chemistry and Food—	
New positions:	
7 Veterinary Inspectors at $2,300	16,100.00
8 Meat Inspectors at $1,600	12,800.00
Senior Stenographer	1,200.00
Welfare Center—	
New Position:	
Janitor	520.00
Dental Surgeon	600.00
Sydenham—	
Increase:	
Junior Clerk	100.00
Decreases:	
20 Graduate Nurses at $20	400.00

COMPTROLLER.

Office—	
New Position:	
Secretary Board of Estimates	$250.00
Bureau of Disbursements—	
Position Abolished:	
Senior Clerk	1,300.00

New Position:	
Junior Clerk	750.00
Central Payroll Bureau—	
Positions Abolished:	
Calculating Machine Operator	1,050.00
Senior Clerk	2,000.00
Senior Clerk	1,500.00
New Positions:	
Junior Typist	1,050.00
2 Senior Clerks at $1,700	3,400.00
Increases:	
6 Calculating Machine Operators at $150	900.00
Principal Account Clerk	100.00
Chauffeur	100.00
Harbor Master—	
Position Abolished:	
Laborer	1,200.00
Municipal Telephone Exchange—	
Decrease:	
Junior Stenographer	100.00
New Position:	
Municipal Exchange Operator	1,000.00

COURT.

People's Court—	
New Position:	
10 Constables at $1,400	14,000.00

DEPARTMENT OF PUBLIC WORKS.

Chief Engineer—	
New Position:	
Supervising Engineer	$5,000.00
Bureau of Buildings—	
Increases:	
Buildings Engineer	1,000.00
Assistant Buildings Engineer	500.00
Senior Stenographer	100.00
Auditor of Disbursements	100.00
3 Junior Clerks at $100	300.00
Junior Typist	100.00
General Inspector	100.00
Plumbing Inspector	100.00

New Positions:	
Chief Elevator Inspector	2,800.00
General Inspector	1,600.00
Decreases:	
Senior Stenographer	500.00
Elevator Inspector	200.00
Positions Abolished:	
Senior Draftsman	1,800.00
Junior Clerk	1,600.00
Supervisor of Repairs	1,900.00
Buildings Inspector	1,900.00
2 Electrical Installation Inspectors at $1,700	3,400.00
Care City Hall—	
Increases:	
Senior Account Clerk	300.00
Furniture Repairman	100.00
Decrease:	
Electrician	300.00
Municipal Building, Care of—	
Increases:	
Engineer	300.00
Electrician	200.00
Decrease:	
Janitor	100.00
New Positions:	
Elevator Dispatcher	1,400.00
Janitor	1,100.00
6 Janitresses at $600	3,600.00
Positions Abolished:	
2 Watchmen at $1,200	2,400.00
Janitor	1,200.00
Care of Court House—	
Increases:	
Electrican	200.00
2 Marble Caretakers at $100	200.00
Bureau of Harbors—	
Increases:	
Harbor Engineer	1,000.00
Associate Civil Engineer	500.00
New Positions:	
Junior Civil Engineer	1,800.00
Laborer	1,100.00

Bureau of Highways—
Office and Stores:
Increases:

Highways Engineer	1,000.00
Senior Clerk	100.00

New Position:

Departmental Secretary	2,400.00

Position Abolished:

Head Account Clerk	2,800.00

Maintenance Division—
Increases:

2 District Foremen Street Repairs at $100	200.00
Paving Inspector	100.00

New Position:

Asso. Civil Eng. Highways	3,400.00

Positions Abolished:

Superintendent Street Repairs	3,100.00
Dist. Foreman Street Repairs	2,200.00
Asst. Civil Engineer	2,300.00

Inspection Division—
Positions Abolished:

Senior Clerk	1,400.00
Designing Engineer Bridge	3,400.00

Increases:

Asst. Civil Engineer	100.00
Junior Civil Engineer	200.00

(To be taken from Second Paving Bridge Serial 1933-1952 Loan.)

Positions Abolished:

Designing Engineer Bridges	3,400.00
Asso. Civil Engineer Highways	4,000.00
2 Asst. Engineers Highways at $2,400	4,800.00
Junior Civil Engineer	2,400.00
Paving Inspector	1,400.00
Senior Stenographer	1,800.00

Increases:

Asst. Civil Engineer	100.00
Junior Civil Engineer	200.00
Asst. Engineer Highways	300.00
Junior Civil Engineer	100.00
8 Paving Inspectors at $100	800.00
4 Senior Draftsmen at $100	400.00

2 Engineer's Aides at $100	200.00
Senior Clerk	100.00
Senior Clerk	200.00
New Positions:	
Asso. Civil Engineer Highways	4,500.00
2 Asso. Civil Engineer Highways at $3,000	6,000.00
Bureau Mechanical-Electrical Service—	
Conduit Division—	
Position Abolished:	
Manhole Inspector	1,200.00
Increase:	
Junior Mechanical Engineer	200.00
Lighting Division—	
Position Abolished:	
Senior Stenographer	1,800.00
Increases:	
Chief Lighting Inspector	200.00
Junior Stenographer	100.00
Incinerator Division—	
New Positions:	
Incinerator Attendant	2,000.00
Steam Pipe Fitter	2,000.00
Mechanical Division—	
New Position:	
Foreman of Shops	2,300.00
Increases:	
Assistant to Chief of Bureau	200.00
Junior Mechanical Engineer	200.00
Construction Division—	
Increase:	
Mechanical Engineer	1,000.00
Bureau of Plans and Surveys—	
Executive Division—	
Increases:	
Engineer of Plans and Surveys	1,000.00
Engineering Aide	50.00
Associate Civil Engineer of Highways	500.00
Decrease:	
Assistant Topographical Engineer	100.00
Drafting Division—	
Increase:	
Principal Draftsman	200.00

New Position:	
Messenger	800.00
Position Abolished:	
Senior Draftsman	1,800.00
Junior Draftsman	1,360.00
Handyman	1,300.00
Survey Division—	
Positions Abolished:	
Assistant Civil Engineer	2,400.00
Junior Civil Engineer	2,100.00
Engineering Aide	1,200.00
Junior Civil Engineer	2,000.00
Engineering Aide	1,300.00
Laborer	1,000.00
3 Engineering Aides at $1,300	3,900.00
Laborer	900.00
New Positions:	
Junior Civil Engineer	2,200.00
Assistant Topographical Engineer	2,000.00
3 Assistant Topographical Engineers at $1,400	4,200.00
Junior Clerk	900.00
Increases:	
Assistant Topographical Engineer	100.00
Assistant Topographical Engineer	200.00
Assistant Topographical Engineer	300.00
Engineering Aide	200.00
3 Engineering Aides at $100	300.00
Secretary Stenographer	100.00
4 Assistant Topographical Engineers at $100	400.00
3 Assistant Topographical Engineers at $100	300.00
Junior Clerk	100.00
Decreases:	
Engineering Aide	100.00
Assistant Topographical Engineer	300.00
Property Location Division—	
New Position:	
Junior Draftsman	1,400.00
Bureau of Sewers—	
Sewer Division—	
Increases:	
Sewer Engineer	1,000.00
Senior Stenographer	100.00

Senior Clerk	100.00
Yard Foreman	200.00
Sewer Disposal Plant—	
Increase:	
Electric Pump Operator	200.00
To be taken from Third Sewer Serial 1933-67 Loan.	
Assistant Civil Engineer	900.00
Assistant Civil Engineer	700.00
Designing Engineer, Sewers	250.00
Assistant Topographical Engineer	200.00
Designing Engineer, Sewers	500.00
Engineering Aide	100.00
Junior Civil Engineer	100.00
Sewer Inspector	100.00
Junior Civil Engineer	200.00
Engineering Aide	200.00
Positions Abolished:	
Sewer Inspector	1,700.00
2 Sewer Inspectors at $1,600	3,200.00
Engineer's Aide	1,400.00
Engineer's Aide	1,300.00
Engineer's Aide	1,200.00
Engineer's Aide	1,100.00
Junior Civil Engineer	2,100.00
Decrease:	
Junior Civil Engineer	200.00
Bureau of Standards—	
Increases:	
Chief of Bureau	300.00
Assistant Chief of Bureau	100.00
New Position:	
Assistant Engineer of Highways	2,400.00
Bureau of Street Cleaning—	
New Positions:	
Assistant Engineer	3,500.00
District Foreman	1,700.00
Positions Abolished:	
District Foreman	2,100.00
Secretary-Stenographer	1,500.00
2 Labor Foremen at $1,660	3,320.00
3 Labor Foremen at $1,348	4,044.00
Junior Clerk	1,300.00

Bureau of Water Supply—	
Executive Division:	
Increases:	
Water Engineer	1,000.00
Assistant to Water Engineer	900.00
Position Abolished:	
Junior Stenographer	900.00
Accounting Division:	
Decreases:	
Senior Clerk	200.00
Senior Clerk	100.00
Filtration Division:	
Increase:	
Senior Bacteriologist	200.00
New Position:	
Pumping Station Maintenance Man	2,300.00
Decrease:	
Senior Analytical Chemist	500.00
Pumping Stations:	
Increases:	
2 Chief Engineers at $300	600.00
New Positions:	
Labor Foreman	1,700.00
3 Steam Foremen at $1,400	4,200.00
10 Oilers at $1,400	14,000.00
2 Sanitary Engineers at $1,800	3,600.00
Electric Pump Operator	1,500.00
Distribution Division:	
Position Abolished:	
Junior Civil Engineer	1,300.00
Assistant Civil Engineer	2,900.00
Stock Handler	1,300.00
Decreases:	
Engineer's Aide	200.00
Water Meter Reader	100.00
Municipal Employment Bureau—	
Position Abolished:	
Junior Clerk	900.00

FREE PUBLIC BATH COMMISSION.

Increases:	
2 Stationary Engineers at $112.84	$225.68

Positions Abolished:	
5 Stationary Engineers at $901.33	4,506.65
New Positions:	
Stationary Engineer, Relief	1,464.84
2 Stationary Engineers, Relief, at $1,352	2,704.00

JAIL BOARD.

Position Abolished:	
Jail Guard	$1,300.00
New Position:	
Interpreter	1,500.00

LAW DEPARTMENT.

Increases:	
Deputy City Solicitor	$2,500.00
Asst. Solicitor	400.00
2 Assistant Solicitors at $1,000	2,000.00
Assistant Solicitor	250.00
Assistant Solicitor	150.00
Claim Manager	500.00
Assistant Title Examiner	200.00
2 Law Stenographers at $100	200.00
New Positions:	
Assistant Solicitor	2,500.00
Assistant Solicitor	2,000.00
Senior Stenographer	1,300.00
Senior Stenographer	1,200.00
Decreases:	
2 Assistant Solicitors at $250	500.00
2 Assistant Solicitors at $150	300.00
Assistant Solicitor	700.00

POLICE DEPARTMENT.

Increase:	
Lineman Foreman	338.00
Laborer	156.00
Act of 1927, Chapter 203, also provides for the following increases which appear in this Budget:	
Secretary to Commission	500.00

Assistant Secretary to Commissioner	350.00
4 Assistants to Secretary at $250	1,000.00
Chief Inspector	500.00
3 Inspectors at $500	1,500.00
Secretary to Chief Inspector	350.00
Captain of Detectives	520.00
District Captain	520.00
Lieutenant Bureau of Identification	338.00
Lieutenant	312.00
Lieutenant Detective	312.00
Detective Sergeant	260.00
Sergeant, Squad	195.00
Detective Patrolman	195.00
Patrolmen, 1st, 2nd, and 3rd grade	195.00
Turnkey	195.00
Station House Clerk	195.00
Policewoman	195.00
Matron	130.00
Signal Telephone Operator	195.00
Headquarters Clerk	195.00
Charwoman	130.00
Driver	195.00

PUBLIC IMPROVEMENT COMMISSION.

Decreases:	
Junior Clerk	$100.00
Secretary Stenographer	400.00
New Position:	
Heating and Plumbing Engineer	3,000.00
Decrease:	
Junior Stenographer	200.00

PORT DEVELOPMENT COMMISSION.

Increase:	
Secretary	$300.00

SUPERVISORS OF CITY CHARITIES.

Office—	
New Positions:	
Senior Clerk	$1,200.00

Dispensary Physician	500.00
Graduate Nurse	300.00
Baltimore City Hospital—	
New Positions:	
Property Account Clerk	1,500.00
Senior Stenographer	1,100.00
Junior Stenographer	1,000.00
Assistant Head Hospital Surgeon	1,000.00
Assistant Resident Hospital Surgeon	500.00
2 Hospital Internes at $300	600.00
Assistant Superintendent of Nurses	1,500.00
Head Hospital Nurse	1,500.00
20 Student Nurses at $200	4,000.00
Head Hospital Orderly	1,000.00
4 Hospital Orderlies at $600	2,400.00
Assistant Dietitian	1,200.00
Head Cook	1,300.00
Cook's Helper	720.00
2 Laundresses at $600	1,200.00
Supervisor, Linen Room	900.00
2 Seamstresses at $600	1,200.00
5 Domestics at $600	3,000.00
Farm Hand	660.00
Positions Abolished:	
6 Nurses at $480	2.880.00
Domestic	480.00
Decreases:	
5 Nurses at $60	300.00
Increase:	
Resident Physician, Physo	600.00

Approved December 21, 1928.

WM. F. BROENING, *Mayor.*

No. 612.

An ordinance to repeal and reordain with amendments Section 43 of Article 46 of the Baltimore City Code, 1927 Edition, title "Taxes," sub-title "City Collector," sub-heading "Discounts," allowing discounts for the prompt payment of taxes in the year 1929.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Section 43 of Article 46 of the Baltimore City Code, 1927 Edition, title "Taxes," sub-title "City Collector," sub-heading "Discounts," be and it is hereby repealed and reordained with amendments, to read as follows:

43. The City Collector is hereby authorized and directed to allow on all bills for taxes for municipal purposes for real estate and chattels real, personal chattels, shares of stock, bonds and like securities levied and imposed for the year 1929, a discount of one per centum if paid on or before the twenty-eighth day of February; a discount of three-quarters of one per centum if paid on or before the thirty-first day of March; a discount of one-half of one per centum if paid on or before the thirtieth day of April, and a discount of one-fourth of one per centum if paid on or before the thirty-first day of May.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 21, 1928.

WM. F. BROENING, *Mayor.*

No. 613.

An ordinance to lay and collect a tax for the use of the State of Maryland for the year 1929.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That for the year 1929 a tax of twenty-five and seventy-four one-hundredths cents ($.2574) on every one hundred dollars ($100.00) of assessed or assessable value of property in the City of Baltimore (excepting such property as may by provision of law, be exempted from this rate), be, and the same is hereby levied and imposed, for the use of the State of Maryland, to be collected and accounted for as provided by law.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 21, 1928.

WM. F. BROENING, *Mayor.*

No. 614.

An ordinance to lay and collect a tax for the year 1929 for the use of the City of Baltimore on persons and property in that portion of Baltimore City annexed to said City by the Act of 1918, Chapter 82.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That for the year 1929, a direct tax of one dollar and ninety and four-tenths cents ($1.904) for the use of the City of Baltimore, be and the same is hereby levied and imposed on every one hundred dollars ($100.00) of assessed or assessable value of property or owners thereof located or resident in or by law taxable in that portion of Baltimore City which was added to said city by the

Act of 1918, Chapter 82 (excepting such property as may by provision of law be exempted from this rate); said tax to be collected and paid in the manner prescribed by law.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 21, 1928.

WM. F. BROENING, *Mayor.*

No. 615.

An ordinance to lay and collect a tax for the year 1929 for the use of the City of Baltimore on rural property in Baltimore City as such property is defined and directed to be classified by law.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That for the year 1929 a direct tax of ninety-five and two-tenths cents ($.952) for the use of the City of Baltimore be and the same is hereby levied and imposed on every one hundred dollars ($100.00) of assessed or assessable value of rural property in Baltimore City, as such property is defined and directed to be classified by law; said tax to be collected and paid in the manner prescribed by law.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 21, 1928.

WM. F. BROENING, *Mayor.*

No. 616.

An ordinance to lay and collect a tax for the year 1929 for the use of the City of Baltimore on suburban property in Baltimore City as such property is defined and directed to be classified by law.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That for the year 1929, a direct tax of one dollar and sixty-six and six-tenths cents ($1.666) for the use of the City of Baltimore be and the same is hereby levied and imposed on every one hundred dollars ($100.00) of assessed or assessable value of suburban property in Baltimore City, as such suburban property is defined and directed to be classified by law; said tax to be collected and paid in the manner prescribed by law.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 21, 1928.

WM. F. BROENING, *Mayor.*

No. 617.

An ordinance to lay and collect a tax for the use of the State of Maryland, for the year 1929, on all bonds, certificates of indebtedness or evidences of debt, in whatsoever form made or issued by any public or private corporation, also on shares of stock in foreign corporations.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That for the year 1929, a tax for the use of the State of Maryland

of fifteen cents ($.15) on every one hundred dollars ($100.00) of assessed or assessable value of all bonds, certificates of indebtedness or evidences of debt, in whatsoever form made or issued by any public or private corporation incorporated by this State or any other state, territory, district or foreign country, or issued by any state (except the State of Maryland), territory, district or foreign country, not exempted from taxation by the laws of this State, and owned by residents of the City of Baltimore, and also a tax of fifteen cents ($.15) for the use of the State of Maryland on every one hundred dollars ($100.00) of assessed or assessable value of all shares of stock or shares in any bank other than a national bank or in any company or corporation, incorporated or located in and doing business in any other state, the District of Columbia, or in any territory or foreign country owned by residents of the City of Baltimore, be and the same is hereby levied and imposed in accordance with Section 225, Article 81, of the Code of Public General Laws, title "Revenue and Taxes," said taxes to be collected and paid in the manner prescribed by law.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 21, 1928.

WM. F. BROENING, *Mayor.*

No. 618.

An ordinance to lay and collect a tax for the use of the City of Baltimore for the year 1929, on all bonds, certificates of indebtedness or evidences of debt, in whatsoever form made or issued by any public or private corporation, and also on shares of stock in foreign corporations.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That for the year 1929, a tax for the use of the City of Baltimore of thirty cents ($.30) on every one hundred dollars ($100.00) of assessed or assessable value of all bonds, certificates of indebtedness or evidences of debt, in whatsoever form made or issued by any public or private corporation incorporated by this State or any other state, territory, district or foreign country, or issued by any state (except the State of Maryland), territory, district or foreign country, not exempted from taxation by the laws of this State, and owned by residents of the City of Baltimore, and also a tax of thirty cents ($.30), for the use of the City of Baltimore, on every one hundred dollars ($100.00) of assessed or assessable value of all shares of stock or shares in any bank other than a national bank, or in any company or corporation, incorporated by or located in and doing business in any other state, the District of Columbia or in any territory or foreign country owned by residents of the City of Baltimore, be and the same is hereby levied and imposed in accordance with Section 225, Article 81, of the Code of Public General Laws, title "Revenue and Taxes," said taxes to be collected and paid in the manner prescribed by law.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 21, 1928.

WM. F. BROENING, *Mayor.*

No. 619.

An ordinance to lay and collect a tax for the use of the City of Baltimore for the year 1929.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That for the year 1929, a tax of two dollars and thirty-eight cents ($2.38) be and the same is hereby levied and imposed upon every one hundred dollars ($100.00) of assessed or assessable value of property in the City of Baltimore (excepting such property as may by provision of law be exempt from this rate), for the use of the City of Baltimore and said tax shall be collected and paid in the manner prescribed by law, and shall be apportioned as follows:

General Government	$.1766
Protection of Persons and Property	.4853
Conservation of Health	.0536
Sanitation and Promotion of Cleanliness	.1809
Highways	.1252
Charities, Hospitals and Correction	.1009
Education	.5535
Recreation	.0043
Sinking Fund:	
Public Improvement 1940 Loan	.02
Four Million 1945 Loan	.005
Burnt Dist. Improvement 1954 Loan	.02
Sinking Funds:	
The following as shown collectively: Annex Improvement 1951 Loan; Paving Loan, 1951; Annex Improvement 1954 Loan; Highways Harbor 1955 Loan; New Engine House 1957 Loan; New School House 1957 Loan; Conduit 1958	

Loan; Water 1958 Loan; Burnt District Improvement 1960 Loan; Dock Improvement 1961 Loan; Jones Falls Improvement 1961 Loan; School House 1961 Loan; New Sewerage Improvement 1961 Loan; Conduit 1962 Loan; New Sewerage Improvement 1980 Loan; Hospital Serial 1922-1941 Loan; Conduit Serial 1918-1942 Loan; School Serial 1918-1942 Loan; General Improvement Serial 1922-1946 Loan; Annex Serial 1918-1947 Loan; Second School Serial 1924-1948 Loan; Police Station House Serial 1925-1949 Loan; Sewer Serial 1916-1955 Loan; Water Serial 1922-1961 Loan; Second Water Serial 1925-1964 Loan....	.1164
Interest.....	.4455
Pensions, etc.....	.0928
Total Tax.....	$2.38

Section 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 21, 1928.

WM. F. BROENING, *Mayor.*

No. 620.

An ordinance to lay and collect a tax for the use of the City of Baltimore for the year 1929, on the shares of stock of casualty, surety, guaranty or fidelity companies, organized under the laws of, located in and doing business in, this State.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That for the year 1929, a tax for the use of the City of Baltimore of one dollar and fifty cents ($1.50) on every one hundred dollars ($100.00) of assessed or assessable value of all shares of stock of every casualty, surety, guaranty or fidelity company, organized under the laws of, located in and doing business in, this State, and the shares of which are subject to taxation in Baltimore City, be and the same is hereby levied and imposed in accordance with Section 167A (as enacted by Chapter 572 of the Acts of 1927), Article 81, of the Code of Public General Laws, title "Revenue and Taxes," said taxes to be collected and paid in the manner prescribed by law.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 21, 1928.

WM. F. BROENING, *Mayor.*

No. 621.

An ordinance to lay and collect a tax for the use of the City of Baltimore for the year 1929, on the shares of stock of any bank, state or national, trust company, commercial banking, finance, mortgage and other moneyed or financial corporation (except insurance companies, casualty, surety, guaranty or fidelity companies, organized under the Laws of, located in and doing business in, this State.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That for the year

1929, a tax for the use of the City of Baltimore of one dollar ($1.00) on every one hundred dollars ($100.00) of assessed or assessable value of all shares of stock of any bank, state or national, trust company (except where exempted by law), commercial banking, finance, mortgage and other moneyed or financial corporation (except insurance companies, casualty, surety, guaranty or fidelity companies), organized under the laws of, located in and doing business in, this State and subject to taxation in Baltimore City, be and the same is hereby levied and imposed in accordance with Section 166B (as enacted by Chapter 517 of the Acts of 1927) and Section 167, Article 81 of the Code of Public General Laws, title "Revenue and Taxes," said taxes to be collected and paid in the manner prescribed by law.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 21, 1928.

WM. F. BROENING, *Mayor.*

No. 622.

An ordinance to repeal and reordain with amendments Paragraph 13, Section 41 of Article 3 of the Baltimore City Code, 1927 Edition, title "Buildings," sub-title "Miscellaneous Buildings," and Section 32 of Article 49 of the said Code, title "Zoning," sub-title "Limited Location of Buildings," by changing the number of insertions required to be made in daily newspapers of the notice of application for the erection, conversion or use of certain types of buildings.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Paragraph 13,

Section 41 of Article 3 of the Baltimore City Code, 1927 Edition, title "Buildings," sub-title "Miscellaneous Buildings," and Section 32 of Article 49 of the said Code, title "Zoning," sub-title "Limited Location of Buildings," be and they are hereby repealed and reordained with amendments, to read as follows:

Par. 13. No permit shall be given by the Bureau of Buildings for the erection of any such buildings, nor shall any building not already used for any of the purposes specified in the preceding paragraph be converted or used for any of said purposes without the approval of the Mayor, and, if such erection, conversion or use be approved by him, there shall be incorporated in the permit therefor such regulations regarding the location of said building as may be necessary, in the judgment of the Mayor, to properly safeguard the interests of the public. No permit for such buildings, or the conversion or use of same, shall be issued unless at least ten days' notice of the application therefor shall be published not less than two times in at least two daily newspapers in Baltimore City, and every such application shall be conspicuously posted upon the property and the application, accompanied by a sum sufficient to pay the cost of such notice and posting.

32.

LIMITED LOCATION OF BUILDINGS.

The following buildings shall be limited as to location:

1. Hospitals and buildings for the treatment of the feeble-minded.
2. Sanatoriums.
3. Livery stables.

4. Sale and boarding stables.

5. Garages or places for the keeping of motor vehicles of any kind, which said garages or places are designed to occupy more than 400 sq. ft. of area, or to house more than two (2) such vehicles.

6. Blacksmith shops.

7. Junk shops.

8. Brick, tile and terra cotta factories.

9. Stoneware and earthenware factories.

10. Paint factories.

11. Soap factories.

12. Candle factories.

13. Wood-working factories.

14. The storing and altering of packing boxes on any lot or in any building.

15. Lumber yards.

16. Planing mills.

17. Iron mills.

18. Foundries.

19. Breweries.

20. Distilleries.

21. Packing houses.

22. Gas works.

23. Acid works.

24. The manufacture of fertilizer.

25. Laundries.

26. Storage warehouses and buildings to be used for the storage of household effects or merchandise.

27. Dog pounds and places for the detention and extermination of stray cats and dogs.

28. Undertaking businesses or establishments.

29. Bottling establishments.

30. Motor vehicle repair shops.

31. Bakeries.

32. Stores for the sale of merchandise generally.

No permit shall be given by the Buildings Engineer (formerly Inspector of Buildings) for the erection of any such buildings, nor shall any building not already used for any of the purposes specified in the preceding paragraph be converted or used for any of said purposes, without the approval of the Mayor, and, if such erection, conversion or use be approved by him, there shall be incorporated in the permit therefor such regulations regarding the location of said building as may be necessary, in the judgment of the Mayor, to properly safeguard the interests of the public. No permit for such buildings, or the conversion or use of same, shall be issued unless at least ten days' notice of the application therefor shall be published not less than two times in at least two daily newspapers in Baltimore City, and every such application shall be conspicuously posted upon the property and the application, accompanied by a sum sufficient to pay the cost of such notice and posting.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 21, 1928.

WM. F. BROENING, *Mayor.*

No. 623.

An ordinance granting permission to Wm. Leatherbury to erect an individual metal garage in the rear of his premises 530 N. Potomac Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be

and the same is hereby granted to Wm. Leatherbury to erect an individual metal garage 10 feet wide and 14 feet long in the rear of his premises, 530 N. Potomac Street; the said garage to be within 1 foot of an open frame porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, provided however that the frame porch shall be fireproofed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 4, 1929.

WM. F. BROENING, *Mayor.*

No. 624.

An ordinance authorizing the Comptroller to sell all that lot of ground, situated on the south side of Bowley's Lane, formerly Brehm's Lane, and east of Regester Lane, fronting seventy-five (75) feet on Bowley's Lane with an even depth of one hundred forty-five (145) feet, subject to an annual irredeemable ground rent of Six Dollars ($6.00), in accordance with Section 13 of the City Charter, said property being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Comptroller be, and he is hereby authorized to sell in accordance with Section 13 of the City Charter, the following described property:

Beginning for the same at the end of the second line of land conveyed by A. Stirling to William Alderson, February 29, 1840, running thence with and binding on the third line of the said land on Bowley's Lane and Regester Road,

south 83 degrees, west 75 feet to a stone; thence south 12 degrees east parallel with the second line of the land conveyed by A. Stirling to William Alderson, 145 feet to a stone; thence north 83 degrees east 75 feet to the second line of aforesaid; thence north 12 degrees west binding on and running with said second line 145 feet to the beginning.

Containing one quarter of an acre, more or less.

The above described lot of ground is subject to the payment of an annual irredeemable ground rent of Six Dollars ($6.00).

Said property being no longer needed for public use.

The rights of the Mayor and City Council of Baltimore, in and to all the streets, avenues, lanes and alleys, mentioned in the aforegoing description, are hereby especially reserved.

SECTION 2. *And be it further ordained*, That no deed or deeds shall pass in accordance with the above section unless the same shall have been approved in writing by the City Solicitor.

Approved January 17, 1929.

WM. F. BROENING, *Mayor*.

No. 625.

An ordinance granting permission to the Lyndhurst Corporation to erect a building on the premises on the northwest corner of Edmondson Avenue and Edgewood Street, known as 3500 Edmondson Avenue, for the exhibition of motion picture shows and theatrical performances and for use as bowling alleys and a room for public meetings.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be

and the same is hereby granted to The Lyndhurst Corporation to erect a building at the northwest corner of Edmondson Avenue and Edgewood Street, known as 3500 Edmondson Avenue, for the exhibition of motion picture shows and theatrical performances, and for use as bowling alleys and a room for public meetings, the said building to be on the irregular lot with a frontage of 145 feet on Edmondson Avenue and 146 feet on Edgewood Street, to be two stories high, to be of brick construction and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, and to cover the entire lot.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 17, 1929.

WM. F. BROENING, *Mayor.*

No. 626.

An ordinance to waive the provisions of Ordinance No. 243 of 1924, which prohibits the sale of gasoline within 300 feet of a school, in so far as said ordinance applies to the premises of Chas. C. Leithauser, 3104 Westwood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of 1924, which prohibits the sale of gasoline within 300 feet of a school, be and they are hereby waived in so

far as said provisions apply to the premises of Charles C. Leithauser, 3104 Westwood Avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 22, 1929.

WM. F. BROENING, *Mayor.*

No. 627.

An ordinance to condemn and close Lake Avenue, in nine parts, from its present width of 105 feet to a width of 80 feet from the east side of York Road to the west side of Beauregard Avenue in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-second day of August, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close Lake Avenue, in nine parts, from its present width of 105 feet to a width of 80 feet from the east side of York Road to the west side of Beauregard Avenue, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the First Part at a point formed by the intersection of the east side of York Road as condemned and opened 80 feet wide, under Ordinance No. 783, approved December 19, 1922, and the north side of Lake Avenue, as condemned and opened 105 feet wide,

under Ordinance No. 146, approved April 16, 1924; and running thence binding on the north side of said Lake Avenue South 89°-05′-20″ East 288.85 feet to intersect the west side of Ready Avenue (formerly Rogers Avenue), 33 feet wide; thence binding on the west side of said Ready Avenue South 00°-54′-40″ West 12.50 feet; thence North 89°-05′-20″ West 289.91 feet to intersect the east side of said York Road; and thence binding on the east side of said York Road North 01°-12′-21″ East 12.50 feet to the place of beginning.

Beginning for the Second Part at a point formed by the intersection of the east side of Ready Avenue (formerly Rogers Avenue), 33 feet wide, and the north side of Lake Avenue, as condemned and opened 105 feet wide under Ordinance No. 146, approved April 16, 1924; and running thence binding on the north side of said Lake Avenue South 89°-05′-20″ East 1092.51 feet to intersect the northwest side of Marjorie Lane (formerly Maynadier Lane), 25 feet wide; thence binding on the northwest side of said Marjorie Lane South 48°-37′-10″ West 18.57 feet to intersect a line drawn parallel with and distant 12.50 feet southerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon North 89°-05′-20″ West 1079.78 feet to intersect the east side of said Ready Avenue; and thence binding on the east side of said Ready Avenue North 00°-54′-40″ East 12.50 feet to the place of beginning.

Beginning for the Third Part at a point formed by the intersection of the southeast side of Marjorie Lane (formerly Maynadier Lane), 25 feet wide, and the north side of Lake Avenue, as condemned and opened 105 feet wide

under Ordinance No. 146, approved April 16, 1924; and running thence easterly binding on the north side of said Lake Avenue the five following courses and distances, namely: South 89°-05′-20″ East 197.95 feet, by a line curving to the left with a 1510 foot radius the distance of 422.11 feet, which arc is subtended by a chord bearing North 82°-54′-10″ East 420.74 feet, by a line curving to the right with a 1375 foot radius the distance of 938.33 feet, which arc is subtended by a chord bearing South 85°-33′-16″ East 920.29 feet, by a line curving to the left with a 1000 foot radius the distance of 545.36 feet, which arc is subtended by a chord bearing South 81°-37′-36″ East 538.62 feet and North 82°-45′-00″ East 1096.48 feet to intersect the west side of Beauregard Avenue, as now in process of condemnation 80 feet wide under Ordinance No. 812, approved July 26, 1926; thence binding on the west side of said Beauregard Avenue South 10°-41′-42″ West 13.14 feet to intersect a line drawn parallel with and distant 12.50 feet southerly measured at right angles from the fifth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 12.50 feet southerly measured at right angles from the fourth, third, second and first lines of this description, respectively, the five following courses and distances, namely: South 82°-45′-00″ West 1092.42 feet, by a line curving to the right with a 1012.50 foot radius the distance of 552.17 feet, which arc is subtended by a chord bearing North 81°-37′-36″ West 545.35 feet, by a line curving to the left with a 1362.50 foot radius the distance of 929.85 feet, which arc is subtended by a chord bearing North 85°-33′-16″ West 911.92 feet, by a line curving to the

right with a 1522.50 foot radius the distance of 425.61 feet, which arc is subtended by a chord bearing South 82°-54′-10″ West 424.23 feet, and North 89°-05′-20″ West 211.68 feet to intersect the southeast side of said Marjorie Lane; and thence binding on the southeast side of said Marjorie Lane North 48°-37′-10″ East 18.57 feet to the place of beginning.

Beginning for the Fourth Part at a point formed by the intersection of the east side of York Road, as condemned and opened 80 feet wide under Ordinance No. 783, approved December 19, 1922, and the south side of Lake Avenue, as condemned and opened 105 feet wide under Ordinance No. 146, approved April 16, 1924; and running thence binding on the east side of said York Road North 01°-12′-21″ East 12.50 feet to intersect a line drawn parallel with and distant 12.50 feet northerly measured at right angles from the south side of said Lake Avenue; thence binding on said line so drawn South 89°-05′-20″ East 119.33 feet to intersect the west side of a 20 foot alley there laid out; thence binding on the west side of said alley South 00°-54′-40″ West 12.50 feet to intersect the south side of said Lake Avenue; and thence binding on the south side of said Lake Avenue North 89°-05′-20″ West 119.39 feet to the place of beginning.

Beginning for the Fifth Part at a point formed by the intersection of the south side of Lake Avenue, as condemned and opened 105 feet wide under Ordinance No. 146, approved April 16, 1924, and the east side of a 20 foot alley there laid out, said point of beginning being distant 139.39 feet easterly from the point formed by the intersection of the east side of York Road, as condemned and opened 80 feet

wide under Ordinance No. 783, approved December 19, 1922, and the south side of said Lake Avenue; and running thence binding on the east side of said alley North 00°-54′-40″ East 12.50 feet to intersect a line drawn parallel with and distant 12.50 feet northerly measured at right angles from the south side of said Lake Avenue; thence binding on said line so drawn South 89°-05′-20″ East 150 feet to intersect the west side of Ready Avenue (formerly Rogers Avenue), 33 feet wide; thence binding on the west side of said Ready Avenue South 00°-54′-40″ West 12.50 feet to intersect the south side of said Lake Avenue and thence binding on the south side of said Lake Avenue North 89°-05′-20″ West 150 feet to the place of beginning.

Beginning for the Sixth Part at a point formed by the intersection of the south side of Lake Avenue, as condemned and opened 105 feet wide under Ordinance No. 146 approved April 16, 1924, and the east side of Ready Avenue (formerly Rogers Avenue), 33 feet wide; and running thence binding on the east side of said Ready Avenue North 00°-54′-40″ East 12.50 feet to intersect a line drawn parallel with and distant 12.50 feet northerly measured at right angles from the south side of said Lake Avenue; and thence binding on said line so drawn South 89°-05′-20″ East 300 feet to intersect the west side of Clear Spring Road (formerly Foster Avenue), 30 feet wide; thence binding on the west side of said Clear Spring Road South 00°-54′-40″ West 12.50 feet to intersect the south side of said Lake Avenue; and thence binding on the south side of said Lake Avenue North 89°-05′-20″ West 300 feet to the place of beginning.

Beginning for the Seventh Part at the point formed by the intersection of the south side of Lake Avenue as condemned and opened 105 feet wide under Ordinance No. 146, approved April 16, 1924, and the east side of Clear Spring Road (formerly Foster Avenue), 30 feet wide; and running thence binding on the east side of said Clear Spring Road North 00°-54′-40″ East 12.50 feet to intersect a line drawn parallel with and distant 12.50 feet northerly measured at right angles from the south side of said Lake Avenue; and thence binding on said line so drawn South 89°-05′-20″ East 186.59 feet to intersect the line of the west side of Reverdy Road, as now in process of condemnation 50 feet wide under Ordinance No. 406, approved May 21, 1928; thence binding on the line of the west side of said Reverdy Road South 13°-30′-05″ East 12.91 feet to intersect the south side of said Lake Avenue; and thence binding on the south side of said Lake Avenue North 89°-05′-20″ West 189.80 feet to the place of beginning.

Beginning for the Eighth Part at a point formed by the intersection of the south side of Lake Avenue, as condemned and opened 105 feet wide under Ordinance No. 146, approved April 16, 1924, and the east side of Reverdy Road, as now in process of condemnation 50 feet wide under Ordinance No. 406, approved May 21, 1928; and running thence binding on the east side of said Reverdy Road North 13°-30′-05″ West 12.91 feet to intersect a line drawn parallel with and distant 12.50 feet northerly measured at right angles from the south side of said Lake Avenue; thence binding on said line so drawn South 89°-05′-20″ East 422.58 feet to intersect the northwest side of Marjorie Lane (formerly Maynadier Lane), 25 feet wide; and

thence binding on the northwest side of said Marjorie Lane South 48°-37′-10″ West 18.57 feet to intersect the south side of said Lake Avenue; and thence binding on the south side of said Lake Avenue North 89°-05′-20″ West 405.65 feet to the place of beginning.

Beginning for the Ninth Part at the point formed by the intersection of the south side of Lake Avenue, as condemned and opened 105 feet wide under Ordinance No. 146, approved April 16, 1924, and the southeast side of Marjorie Lane (formerly Maynadier Lane), 25 feet wide; and running thence binding on the southeast side of said Marjorie Lane North 48°-37′-10″ East 18.57 feet to intersect a line drawn parallel with and distant 12.50 feet northerly measured at right angles from the south side of said Lake Avenue; thence binding on said line so drawn and along other lines drawn parallel with and distant 12.50 feet northerly measured at right angles from the south side of said Lake Avenue the five following courses and distances, namely: South 89°-05′-20″ East 299.64 feet, by a line curving to the left with a 1602.50 feet radius the distance of 447.97 feet, which arc is subtended by a chord bearing North 82°-54′-10″ East 446.51 feet, by a line curving to the right with a 1282.50 foot radius the distance of 875.26 feet, which arc is subtended by a chord bearing South 85°-33′-16″ East 858.38 feet, by a line curving to the left with a 1092.50 foot radius the distance of 595.80 feet, which arc is subtended by a chord bearing South 81°-37′-36″ East 588.44 feet, and North 82°-45′-00″ East 1066.53 feet to intersect the west side of Beauregard Avenue, as now in process of condemnation 80 feet wide under Ordinance No. 812, approved July 26, 1926; thence binding on the west side of said Beauregard Avenue South 10°-41′-42″

West 13.14 feet to intersect the south side of said Lake Avenue; and thence binding on the south side of said Lake Avenue the five following courses and distances, namely: South 82°-45′-00″ West 1062.48 feet, by a line curving to the right with a 1105 foot radius the distance of 602.62 feet, which arc is subtended by a chord bearing North 81°-37′-36″ West 595.17 feet, by a line curving to the left with a 1270 foot radius the distance of 866.68 feet, which arc is subtended by a chord bearing North 85°-33′-16″ West 850 feet, by a line curving to the right with a 1615 foot radius the distance of 451.47 feet, which arc is subtended by a chord bearing South 82°-54′-10″ West 450 feet and North 89°-05′-20″ West 313.39 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-second day of August in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Lake Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of

Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 22, 1929.

WM. F. BROENING, *Mayor.*

No. 628.

An ordinance to condemn, open, widen and grade Dukeland Street, 50 feet wide, from the north side of Gwynns Falls Parkway to the southwest side of Liberty Heights Avenue in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-second day of August, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Dukeland Street with a width of 50 feet, from the north side of Gwynns Falls Parkway to the southwest side of Liberty Heights Avenue, the land hereby directed to be condemned for said opening, widening and grading being described as follows:

Beginning for the same at a point on the north side of Gwynns Falls Parkway, as condemned and opened under Ordinance No. 916, approved May 18, 1923, said point of beginning being distant 8.36 feet easterly measured along the north side of said Gwynns Falls Parkway from the point formed by the intersection of

the west side of Dukeland Street, 66 feet wide, and the north side of said Gwynns Falls Parkway; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 13799.64 feet and North 6320.29 feet; and running thence northerly by a line curving to the left with a 250 foot radius the distance of 115.85 feet, which arc is subtended by a chord bearing North 15°-55′-10″ West 114.81 feet; thence North 29°-11′-40″ West 236.38 feet; thence by a line curving to the right with a 334.12 foot radius the distance of 170.24 feet, which arc is subtended by a chord bearing North 14°-35′-50″ West 168.41 feet; thence due North 825.50 feet; thence by a line curving to the right with a 1104.35 foot radius the distance of 175.18 feet, which arc is subtended by a chord bearing North 04°-32′-40″ East 175 feet; thence by a line curving to the left with a 717.38 foot radius the distance of 214.14 feet, which arc is subtended by a chord bearing North 00°-32′-15″ East 213.35 feet; thence North 08°-00′-50″ West 805 feet; thence by a line curving to the left with a 175.94 foot radius the distance of 169.68 feet, which arc is subtended by a chord bearing North 35°-38′-35″ West 163.18 feet; thence North 63°-16′-20″ West 120 feet; thence by a line curving to the left with a 101.51 foot radius the distance of 40.32 feet, which arc is subtended by a chord bearing North 74°-39′-10″ West 40.06 feet; thence North 86°-02′-00″ West 33.93 feet; thence by a line curving to the right with an 85.58 foot radius the distance of 159.67 feet, which arc is subtended by a chord bearing North 32°-35′-00″ West 137.50 feet to intersect the southwest side of Liberty Heights Avenue, 100 feet wide; thence binding on the southwest

side of said Liberty Heights Avenue South 69°-08′-00″ East 50 feet to intersect a line drawn parallel with and distant 50 feet easterly measured at right angles from the twelfth line of this description; thence southerly reversing said line so drawn and binding thereon by a line curving to the left with a 35.58 foot radius the distance of 66.38 feet, which arc is subtended by a chord bearing South 32°-35′-00″ East 57.17 feet to intersect a line drawn parallel with and distant 50 feet northerly measured at right angles from the eleventh line of this description; thence reversing said line so drawn and binding thereon; and along a line drawn parallel with and distant 50 feet northerly measured at right angles from the tenth and ninth lines, respectively, of this description, the three following courses and distances, namely: South 86°-02′-00″ East 33.93 feet, and by a line curving to the right with a 151.51 foot radius the distance of 60.19 feet, which arc is subtended by a chord bearing South 74°-39′-10″ East 59.79 feet, and South 63°-16′-20″ East 120 feet to intersect a line drawn parallel with and distant 50 feet easterly measured at right angles from the eighth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 50 feet easterly measured at right angles from the seventh, sixth, fifth, fourth, third, second and first lines, respectively, of this description, the eight following courses and distances, namely; by a line curving to the right with a 225.94 foot radius the distance of 217.91 feet, which arc is subtended by a chord bearing South 35°-38′-35″ East 209.56 feet, South 08°-00′-50″ East 805 feet, by a line curving to the right with a 767.38 foot radius the distance of 229.06 feet,

which arc is subtended by a chord bearing South 00°-32′-15″ West 228.22 feet, by a line curving to the left with a 1054.35 foot radius the distance of 167.25 feet, which arc is subtended by a chord bearing South 04°-32′-40″ West 167.08 feet, due South 825.50 feet, by a line curving to the left with a 284.12 foot radius the distance of 144.77 feet, which arc is subtended by a chord bearing South 14°-35′-50″ East 143.20 feet, South 29°-11′-40″ East 236.38 feet, and by a line curving to the right with a 300 foot radius the distance of 139.02 feet, which arc is subtended by a chord bearing South 15°-55′-10″ East 137.78 feet to intersect the north side of said Gwynns Falls Parkway; and thence westerly binding on the north side of said Gwynns Falls Parkway by a line curving to the left with a 100 foot radius the distance of 50.54 feet, which arc is subtended by a chord bearing South 87°-21′-20″ west 50 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-second day of August in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets with reference to the condemnation and opening of said Dukeland Street, and the proceedings and rights of all parties interested or affected thereby, shall be regu-

lated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 22, 1929.

WM. F. BROENING, *Mayor.*

No. 629.

An ordinance to condemn, open, widen and grade Belvedere Avenue, varying in width from 105 feet to 80 feet, from the northeast side of Park Heights Avenue to the west side of the right of way of the Northern Central Railroad, and from the east side of the right of way of the Northern Central Railroad to the east side of Falls Road in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the fifth day of June, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Belvedere Avenue, varying in width from 105 feet to 80 feet, from the northeast side of Park Heights Avenue to the west side of the right of way of the Northern Central Railroad, and from the east side of the right of way of the Northern Central Rail-

road to the east side of Falls Road, the land hereby directed to be condemned for said Belvedere Avenue being described as follows:

Beginning for the First Section at a point formed by the intersection of the northeast side of Park Heights Avenue, as now laid out 85 feet wide, and the northwest side of Belvedere Avenue, as now in process of condemnation 105 feet wide under Ordinance No. 575, approved March 22, 1926, the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 17053.20 feet and North 18815.09 feet; and running thence North 57°-36′-40″ East 751.73 feet; thence North 55°-01′-40″ East 269.51 feet; thence North 54°-38′-40″ East 1032.35 feet; thence by a line curving to the left with a 42.86 foot radius the distance of 49.09 feet, which arc is subtended by a chord bearing North 21°-50′-10″ East 46.45 feet to a point on the west side of Old Pimlico Road; thence North 76°-13′-10″ East 1344.18 feet; thence by a line curving to the left with a 689.08 foot radius the distance of 166.57 feet, which arc is subtended by a chord bearing North 69°-17′-40″ East 166.17 feet; thence North 62°-22′-10″ East 608.77 feet; thence North 62°-22′-15″ East 2332.64 feet; thence by a line curving to the left with a 953.99 foot radius the distance of 199.41 feet, which arc is subtended by a chord bearing North 56°-22′-58″ East 199.05 feet; thence North 50°-23′-40″ East 175.14 feet; thence by a line curving to the left with a 908.98 foot radius the distance of 403.27 feet, which arc is subtended by a chord bearing North 37°-41′-05″ East 399.98 feet; thence North 24°-58′-30″ East 55.99 feet; thence by a line curving to the right with an 849.40 foot radius the distance

of 694.72 feet, which arc is subtended by a chord bearing North 48°-24′-21″ East 675.51 feet; thence by a line curving to the left with a 65 foot radius the distance of 89.09 feet, which arc is subtended by a chord bearing North 32°-34′-26″ East 82.27 feet; thence North 06°-41′-20″ West 6.18 feet; thence by a line curving to the left with a 442 foot radius the distance of 94.50 feet, which arc is subtended by a chord bearing North 12°-48′-50″ West 94.32 feet to intersect the west side of Cross Country Boulevard, 50 feet wide, thence southerly binding on the west side of said Cross Country Boulevard South 18°-56′-20″ East 60 feet to the end thereof; and thence easterly binding on the south end of said Cross Country Boulevard the three following courses and distances namely: South 70°-24′-20″ East 53.25 feet, North 58°-42′-40″ East 8.41 feet and South 87°-11′-10″ East 38.16 feet to intersect the west side of the right of way of the Northern Central Railroad; thence southerly binding on the west side of said right of way by a line curving to the left the distance of 142 feet more or less; thence South 77°-43′-00″ West 36 feet more or less to intersect a line drawn parallel with and distant 80 feet southeasterly measured at right angles from the thirteenth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 80 feet southeasterly measured at right angles from the twelfth and eleventh lines, respectively, of this description the three following courses and distances, namely: by a line curving to the left with a 769.40 foot radius the distance of 708.24 feet, which arc is subtended by a chord bearing South 51°-20′-45″ West 683.50 feet, South 24°-58′-30″ West 55.99 feet, and by a line curving to

the right with a 988.98 foot radius the distance of 438.77 feet, which arc is subtended by a chord bearing South 37°-41′-05″ West 435.18 feet; thence North 39°-36′-20″ West 10 feet; thence South 50°-23′-40″ West 282.91 feet; thence South 62°-26′-40″ West 66.25 feet; thence South 27°-33′-20″ East 10 feet to intersect a line drawn parallel with and distant 80 feet southeasterly measured at right angles from the eighth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 80 feet southeasterly measured at right angles from the seventh, sixth and fifth lines, respectively, of this description the four following courses and distances, namely: South 62°-22′-15″ West 2373.45 feet, South 62°-22′-10″ West 608.77 feet, by a line curving to the right with a 769.08 foot radius the distance of 185.91 feet, which arc is subtended by a chord bearing South 69°-17′-40″ West 185.46 feet and South 76°-13′-10″ West 1200.69 feet; thence by a line curving to the left with a 313.98 foot radius the distance of 118.23 feet, which arc is subtended by a chord bearing South 65°-25′-55″ West 117.53 feet to intersect a line drawn parallel with and distant 80 feet southeasterly measured at right angles from the third line of this description; thence reversing said line so drawn and binding thereon and along a line drawn parallel with and distant 80 feet southeasterly measured at right angles from the second line of this description, the two following courses and distances, namely: South 54°-38′-40″ West 1060.42 feet and South 55°-01′-40″ West 250.70 feet; thence South 56°-10′-41″ West 684.79 feet to intersect the southeast side of Belvedere Avenue, as now laid out 60 feet

wide; thence binding on the southeast side of said Belvedere Avenue, 60 feet wide, South 54°-38′-40″ West 38.47 feet to intersect the northeast side of said Park Heights Avenue; and thence northwesterly binding on the northeast side of said Park Heights Avenue by a line curving to the left with a 2084.60 foot radius the distance of 110.84 feet, which arc is subtended by a chord bearing North 60°-01′-44″ West 110.82 feet to the place of beginning.

Beginning for the Second Section at a point on the east side of the Falls Road at the distance of 55 feet more or less southeasterly from the center of Belvedere Avenue, as now paved from Falls Road easterly; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 8588.40 feet and North 23185.83 feet; and running thence South 82°-20′-30″ West 514.30 feet; thence by a line curving to the left with an 848.78 foot radius the distance of 352.85 feet, which arc is subtended by a chord bearing South 70°-25′-05″ West 350.73 feet; thence South 58°-29′-40″ West 177.73 feet; thence by a line curving to the right with a 987.48 foot radius the distance of 331.29 feet, which arc is subtended by a chord bearing South 68°-06′-20″ West 329.74 feet; thence South 77°-43′-00″ West 66 feet more or less to intersect the east side of the right of way of the Northern Central Railroad; thence northerly binding on the east side of said right of way by a line curving to the right the distance of 81 feet more or less to intersect a line drawn parallel with and distant 80 feet northerly measured at right angles from the fifth line of this description; thence reversing said line so

drawn and binding thereon and along lines drawn parallel with and distant 80 feet northerly measured at right angles from the fourth, third, second and first lines, respectively, of this description, the five following courses and distances, namely: North 77°-43′-00″ East 47 feet more or less, by a line curving to the left with a 907.48 foot radius the distance of 304.45 feet, which arc is subtended by a chord bearing North 68°-06′-20″ East 303.03 feet, North 58°-29′-40″ East 177.73 feet, by a line curving to the right with a 928.78 foot radius the distance of 386.57 feet, which arc is subtended by a chord bearing North 70°-25′-05″ East 383.79 feet; and North 82°-20′-30″ East 417.52 feet; thence by a line curving to the left with a 202.62 foot radius the distance of 85.11 feet, which arc is subtended by a chord bearing North 70°-18′-30″ East 84.49 feet to intersect the east side of said Falls Road; and thence binding on the east side of said Falls Road South 15°-54′-30″ East 98.64 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the fifth day of June in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Belvedere Avenue, and the proceedings and rights of all par-

ties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 22, 1929.

WM. F. BROENING, *Mayor.*

No. 630.

An ordinance to condemn, open, widen and grade Hilton Street 66 feet wide from the north side of Windsor Avenue to the south side of Gwynns Falls Parkway in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets, on the twenty-second day of August, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Hilton Street with a width of 66 feet from the north side of Windsor Avenue to the south side of Gwynns Falls Parkway, the land hereby directed to be condemned for said opening, widening and grading being described as follows:

Beginning for the same at a point formed by the intersection of the north side of Windsor Avenue 66 feet wide, and the west side of Hilton Street, 66 feet wide, the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 16025.13 feet and North 5349.10 feet; and running thence binding on the west side of said Hilton Street North 02°-38′-40″ West 705.57 feet to intersect the south side of Gwynns Falls Parkway 120 feet wide; thence binding on the south side of said Gwynns Falls Parkway North 87°-20′-40″ East 66 feet to intersect a line drawn parallel with and distant 66 feet easterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon South 02°-38′-40″ East 705.57 feet to intersect the north side of said Windsor Avenue; and thence binding on the North side of said Windsor Avenue South 87°-20′-40″ West 66 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-second day of August in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Hilton Street and the proceedings and rights of all parties inter-

ested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto, and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 22, 1929.

WM. F. BROENING, *Mayor.*

No. 631.

An ordinance to condemn, open, widen and grade Pine Heights Avenue, from its present width of 40 feet to a width of 50 feet, from the southeast side of McTavish Avenue, to the northwest side of Benson Avenue in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-second day of August, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Pine Heights Avenue, from its present width of 40 feet to a width of 50 feet from the southeast side of McTavish Avenue to the northwest side of Benson Avenue, the land hereby directed to be condemned for said opening, widening and grading being described as follows:

Beginning for the same at a point formed by the intersection of the northernmost outline of the land belonging to the Mayor and City Council of Baltimore and the northeast side of Pine Heights Avenue, as now laid out 40 feet wide; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 16812.10 feet and South 10659.83 feet; and running thence binding on the said northernmost outline North 70°-58′-00″ East 5.44 feet to intersect a line drawn parallel with and distant 5 feet northeasterly measured at right angles from the northeast side of said Pine Heights Avenue; thence binding on said line so drawn and binding thereon South 42°-12′-10″ East 942.55 feet to intersect the northwest side of Benson Avenue, as now laid out 50 feet wide; thence binding on the northwest side of said Benson Avenue South 43°-35′-20″ West 50.14 feet to intersect a line drawn parallel with and distant 50 feet southwesterly measured at right angles from the second line of this description; thence reversing said line so drawn and binding thereon North 42°-12′-10″ West 943.80 feet to intersect the southeast side of McTavish Avenue, as now laid out 30 feet wide; and thence North 42°-01′-00″ East 45.24 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-second day of August in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Pine Heights Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 22, 1929.

WM. F. BROENING, *Mayor.*

No. 632.

An ordinance to condemn, open, widen and grade Arbutus Avenue, from its present width varying from 30 feet to 40 feet to a width of 50 feet, from the southeast side of Glen Avenue to the southeast side of Manhattan Avenue, as now in process of condemnation under Ordinance No. 401, approved May 21, 1928, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-sixth day of June, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be and they are hereby authorized and directed to condemn, open, widen and grade Arbutus Avenue, from

its present width varying from 30 feet to 40 feet to a width of 50 feet, from the southeast side of Glen Avenue to the southeast side of Manhattan Avenue as now in process of condemnation under Ordinance No. 401 approved May 21, 1928, the land hereby directed to be condemned for said opening, widening and grading being described as follows:

Beginning for the same at a point on the southeast side of Glen Avenue, 80 feet wide, at the distance of 14.37 feet southwesterly from the point formed by the intersection of the southeast side of said Glen Avenue and the southwest side of Arbutus Avenue, as now laid out 30 feet wide; the co-ordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being West 21500.76 feet and North 20504.96 feet; and running thence south 35°-05′-39″ East 745.72 feet to a point in the southwest side of Arbutus Avenue, as now laid out 40 feet wide; thence binding on the southwest side of said Arbutus Avenue, 40 feet wide South 35°-17′-29″ East 535.80 feet to a point in the northwesternmost end of Arbutus Avenue, as now laid out 50 feet wide from Rogers Avenue northwesterly; thence binding along the northwesternmost end of said Arbutus Avenue, 50 feet wide, North 55°-19′-37″ East 50 feet to intersect a line drawn parallel with and distant 50 feet northeasterly measured at right angles from the second line of this description; thence reversing said line so drawn and binding thereon and along a line drawn parallel with and distant 50 feet northeasterly measured at right angles from the first line of this description, the two following courses and distances, namely: North 35°-17′-29″ West 535.43 feet and

North 35°-05′-39″ West 744.39 feet to intersect the southeast side of said Glen Avenue; and thence binding on the southeast side of said Glen Avenue South 56°-25′-00″ West 50.02 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on twenty-sixth day of June in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation, opening, widening and grading of said Arbutus Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 22, 1929.

WM. F. BROENING, *Mayor.*

No. 633.

An ordinance to condemn, open, widen and grade South Bend Road, from its present width of 40 feet to a width varying from 50 feet to 90 feet, more or less, from the northwest side of Belvedere Avenue, as proposed 80 feet wide, to the southeast side of South Ave., in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-second day of August, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade South Bend Road, from its present width of 40 feet to a width varying from 50 feet to 90 feet more or less, from the northwest side of Belvedere Avenue, as proposed 80 feet wide, to the southeast side of South Avenue, the land hereby directed to be condemned for said opening, widening and grading being described as follows:

Beginning for the same at a point on the northwest side of Belvedere Avenue, as proposed 80 feet wide, at the distance of 275.62 feet northeasterly from the point formed by the intersection of the northwest side of said Belvedere Avenue and the division line between the properties owned by James Hamilton and Rebecca King; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 11608.15 feet and North 21579.51 feet; and running thence North 27°-37′-45″ West 150 feet; thence by a line curving to the left with a 674.34 foot radius the distance of 363.28 feet, which arc is subtended by a chord bearing North 43°-03′-45″ West 358.91 feet; thence North 58°-29′-45″ West 30.16

feet; thence by a line curving to the right with a 404 foot radius the distance of 306.67 feet, which arc is subtended by a chord bearing North 36°-45′-00″ West 299.36 feet; thence North 15°-00′-15″ West 181.80 feet; thence by a line curving to the left with a 479.90 foot radius the distance of 287.34 feet, which arc is subtended by a chord bearing North 32°-09′-26″ West 283.07 feet; thence by a line curving to the left with a 70.50 foot radius the distance of 80.20 feet, which arc is subtended by a chord bearing North 81°-54′-04″ West 75.95 feet; thence North 20°-10′-40″ West 70.19 feet; thence North 06°-15′-08″ East 616.66 feet; thence by a line curving to the left with a 303.06 foot radius the distance of 126.86 feet, which arc is subtended by a chord bearing North 05°-44′-24″ West 125.93 feet; thence North 17°-43′-56″ West 210.20 feet to intersect the southeast side of South Avenue, as now laid out; thence North 40°-18′-56″ East 67.88 feet; thence southeasterly by a line curving to the left with a 143.97 foot radius the distance of 46.95 feet, which arc is subtended by a chord bearing South 08°-23′-24″ East 46.74 feet to intersect a line drawn parallel with and distant 50 feet northeasterly measured at right angles from the eleventh line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 50 feet easterly measured at right angles from the tenth and ninth lines, respectively, of this description the three following courses and distances, namely: South 17°-43′-56″ East 200 feet, by a line curving to the right with a 353.06 foot radius the distance of 147.79 feet, which arc is subtended by a chord bearing South 05°-44′-24″ East 146.72 feet and South 06°-15′-08″ West 538.63

feet; thence South 26°-02′-18″ East 94.85 feet to intersect a line drawn parallel with and distant 50 feet northeasterly measured at right angles from the sixth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 50 feet northeasterly measured at right angles from the fifth, fourth, third, second and first lines, respectively, of this description the six following courses and distances, namely: by a line curving to the right with a 529.90 foot radius the distance of 358.38 feet, which arc is subtended by a chord bearing South 34°-22′-44″ East 351.58 feet, South 15°-00′-15″ East 181.80 feet, by a line curving to the left with a 354 foot radius the distance of 268.71 feet, which arc is subtended by a chord bearing South 36°-45′-00″ East 262.31 feet, South 58°-29′-45″ East 30.16 feet, by a line curving to the right with a 724.34 foot radius the distance of 390.22 feet, which arc is subtended by a chord bearing South 43°-03′-45″ East 385.52 feet and South 27°-37′-45″ East 150 feet to intersect the northwest side of said Belvedere Avenue; and thence binding on the northwest side of said Belvedere Avenue South 62°-22′-15″ West 50 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Road as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-second day of August in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said South Bend Road, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 22, 1929.

WM. F. BROENING, *Mayor.*

No. 634.

An ordinance to condemn, open, widen and grade Bay View Avenue (Sewer Road), from the intersection of Fairmount Avenue and Quail Street (formerly Seventeenth Street) to the eastern boundary of Baltimore City as established in 1918, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-second day of August, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be and they are hereby authorized and directed to condemn, open, widen and grade Bay View Avenue

(Sewer Road) from the intersection of Fairmount Avenue and Quail Street (formerly Seventeenth Street) to the eastern boundary of Baltimore City established in 1918, the land hereby directed to be condemned for said opening, widening and grading being described as follows:

Beginning for the same at a point formed by the intersection of the south side of Fairmount Avenue as now laid out, and the west side of Quail Street, formerly Seventeenth Street, 60 feet wide; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 17321.77 feet and South 1248.83 feet; and running thence North 50°-36′-01″ East 178.78 feet; thence by a line curving to the right with a 2272.49 foot radius the distance of 1447.34 feet, which arc is subtended by a chord bearing North 68°-50′-45″ East 1423 feet; thence North 87°-05′-30″ East 3500 feet; thence by a line curving to the right with a 995.37 foot radius the distance of 325.88 feet, which arc is subtended by a chord bearing South 83°-31′-45″ East 324.43 feet; thence South 74°-09′-00″ East 537.77 feet; thence by a line curving to the left with a 915.37 foot radius the distance of 871.36 feet, which arc is subtended by a chord bearing North 78°-34′-45″ East 838.84 feet; thence North 51°-18′-30″ East 402.85 feet to intersect the southwest side of North Point Road, now in process of condemnation 80 feet wide under Ordinance No. 740 approved June 29, 1926; thence binding on the said North Point Road the two following courses and distances, namely, South 53°-39′-10″ East 18.52 feet and North 51°-18′-30″ East 48.89 feet to intersect the eastern boundary of Baltimore City established in 1918; thence binding on the

said eastern boundary due South 79 57 feet, to intersect a line drawn parallel with and distant 80 feet southeasterly measured at right angles from the seventh line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 80 feet southeasterly measured at right angles from the sixth line of this description, the two following courses and distances, namely, South 51°-18′-30″ West 406.78 feet and by a line curving to the right with a 995.37 foot radius the distance of 947.52 feet, which arc is subtended by a chord bearing South 78°-34′-45″ West 912.15 feet to intersect a line drawn parallel with and distant 80 feet southwesterly measured at right angles from the fifth line of this description; thence reversing said line so drawn and binding thereon and along a line drawn parallel with and distant 80 feet southwesterly measured at right angles from the fourth line of this description the two following courses and distances, namely: North 74°-09′-00″ West 537.77 feet and by a line curving to the left with a 915.37 foot radius the distance of 299.69 feet, which arc is subtended by a chord bearing North 83°-31′-45″ West 298.35 feet to intersect a line drawn parallel with and distant 80 feet southerly measured at right angles from the third line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 80 feet southeasterly measured at right angles from the second and first lines, respectively, of this description the three following courses and distances, namely: South 87°-05′-30″ West 3500 feet by a line curving to the left with a 2192.49 foot radius the distance of 1396.39 feet, which arc is subtended by a chord bearing South 68°-50′-45″ West 1372.90 feet, and South 50°-36′-01″

West 163.23 feet to intersect the east side of said Quail Street; thence binding on the east side of said Quail Street North 03°-00′-00″ West 54.97 feet to intersect the south side of said Fairmount Avenue; and thence binding on the south side of said Fairmount Avenue South 87°-10′-38″ West 60 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the office of the Commissioners for Opening Streets on the twenty-second day of August in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Bay View Avenue (Sewer Road) and the proceedings and rights of all parties interested or affected thereby shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City) as may be applicable thereto as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 22, 1929.

WM. F. BROENING, *Mayor.*

No. 635.

An ordinance to condemn, open, widen and grade Joh Avenue, varying in width from 40 feet to 50 feet, from the southeast side of Wilkens Avenue to the northwest side of the P., B. & W. R. R. right of way and from the southeast side of the P., B. & W. R. R. right of way to the northwest side of Coolidge Avenue (Church Avenue) in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the sixteenth day of October, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be and they are hereby authorized and directed to condemn, open, widen and grade Joh Avenue varying in width from 40 feet to 50 feet, from the southeast side of Wilkens Avenue to the northwest side of the P. B. & W. R. R. right of way and from the southeast side of the P. B. & W. R. R. right of way to the northwest side of Coolidge Avenue (Church Avenue) the land hereby directed to be condemned for said Joh Avenue being described as follows:

Beginning for the First Part at a point formed by the intersection of the southeast side of Wilkens Avenue, as now laid out 100 feet wide, and the northeast side of Joh Avenue, formerly Pitcher Road, as now laid out 40 feet wide; the co-ordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being West 19545.54 feet and South 10264.40 feet; and running thence binding on the northeast side of said Joh Avenue South 23°-10′-50″ East 623.74 feet to intersect the northwest side of The United Railway and Electric Company's 33 foot right of way; thence South 47°-32′-20″ East 403.81 feet more or less

to intersect the northwest side of the P. B. & W. R. R. right of way; thence binding on the northwest side of said last mentioned right of way southwesterly 50 feet more or less to intersect a line drawn parallel with and distant 50 feet southwesterly measured at right angles from the second line of this description; thence reversing said line so drawn and binding thereon and along a line drawn parallel with and distant 40 feet southwesterly measured at right angles from the first line of this description the two following courses and distances namely: North 47°-32′-20″ West 393 feet more or less and North 23°-10′-50″ West 656.49 feet to intersect the southeast side of said Wilkens Avenue, and thence binding on the southeast side of said Wilkens Avenue North 66°-49′-10″ East 40 feet to the place of beginning.

Beginning for the second part at a point formed by the intersection of the northwest side of Coolidge Avenue, formerly Church Avenue, as now laid out 50 feet wide, and the northeast side of a 15 foot alley there situate, the coordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being West 18474.63 feet and South 11593.10 feet; and running thence binding on the northwest side of said Coolidge Avenue South 45°-17′-40″ West 50 feet; thence North 47°-32′-20″ West 573 feet more or less to intersect the southeast side of the P. B. & W. R. R. right of way; thence binding on the southeast side of said right of way northeasterly 51 feet more or less to intersect a line drawn parallel with and distant 50 feet northeasterly measured at right angles from the second line of this description; thence reversing said line so drawn and binding thereon

South 47°-32′-20″ East 586 feet more or less to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the sixteenth day of October in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets with reference to the condemnation and opening of said Joh Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 22, 1929.

WM. F. BROENING, *Mayor.*

No. 636.

An ordinance to waive the provision of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15 of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within 300 feet of a church, in so far as said ordinance applies to the premises of Fredk. E. Schmeltz, 2621 Kirk Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of Fredk. E. Schmeltz, 2621 Kirk Avenue. Provided, however, that not more than ten (10) individual garages shall be erected on said premises.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 22, 1929.

WM. F. BROENING, *Mayor.*

No. 637.

An ordinance to change the name of Baltimore Street, beginning at a point on the northeast side of Caton Avenue distant 646 feet, northwesterly from the intersection formed by the west side of Hilton Street and the northeast side of Caton Avenue and running thence easterly to Ellamont Street, the new name of said Baltimore Street to be Massachusetts Avenue; and to change the name of Hollins Street beginning at Hilton Street and running thence easterly to Mount Olivet Lane, the new name of said Hollins Street to be Baltimore Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of

Baltimore Street, beginning at a point on the northeast side of Caton Avenue distant 646 feet northwesterly from the intersection formed by the west side of Hilton Street and the northeast side of Caton Avenue, and running thence easterly to Ellamont Street, be and it is hereby changed, and that the said Baltimore Street shall hereafter be known as Massachusetts Avenue.

SECTION 2. *And be it further ordained,* That the name of Hollins Street beginning at Hilton Street and running thence easterly to Mount Olivet Lane, be and it is hereby changed, and that said Hollins Street shall hereafter be known as Baltimore Street.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 22, 1929.

WM. F. BROENING, *Mayor.*

No. 638.

An ordinance to change the name of that portion of Collins Avenue (formerly Rosedale Terrace), beginning at Walrad Avenue and running thence southerly to its end, the new name of said portion of Collins Avenue to be Rosecroft Terrace.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of that portion of Collins Avenue (formerly Rosedale Terrace), beginning at Walrad Avenue and running thence southerly to its end, be and it is

hereby changed and that said portion of Collins Avenue shall hereafter be known as Rosecroft Terrace.

SECTION 2. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved January 22, 1929.

WM. F. BROENING, *Mayor.*

No. 639.

An ordinance granting permission to J. W. Henninghaus to erect a frame garage on his premises, 300 Evesham Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to J. W. Henninghaus to erect a frame garage 10 ft. wide and 18 ft. long on his premises, 300 Evesham Avenue; the said garage to be within 12 ft. of a frame porch on the adjoining premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 23, 1929.

WM. F. BROENING, *Mayor.*

No. 640.

An ordinance granting permission to Mrs. M. Roycroft to erect a one-story brick kitchen in the rear of her premises 28 S. Curley Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Mrs. M. Roycroft to erect a one-story brick kitchen in the rear of her premises 28 S. Curley Street; the said kitchen to be 12 ft. wide and 13 ft. long, to be on a lot 13 ft. wide and 65 ft. deep and which, together with the existing building, shall cover all of said lot except 6 ft.; the said kitchen to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 6, 1929.

HOWARD BRYANT,
Acting Mayor.

No. 641.

An ordinance to condemn and close an alley about nine feet wide, extending from South Street to Commerce Street, along the south side of the present building of the Safe Deposit and Trust Company of Baltimore, lying south of Baltimore Street, a part of which alley is known as Franklin Court, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the eighth day of January, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn and close an alley about nine feet wide, extending from South Street to Commerce Street, along the south side of the present building of the Safe Deposit and Trust Company of Baltimore, lying south of Baltimore Street, a part of which alley is known as Franklin Court, the land hereby directed to be condemned for said alley so to be closed being described as follows:

Beginning for the same on the east side of South Street, at the distance of one hundred and seventy-eight feet and one and one-half inches southerly from the southeast corner of South and Baltimore Streets, which point of beginning is at the south side of the southernmost wall of the building here owned and occupied by the Safe Deposit and Trust Company of Baltimore; and running thence easterly, binding along the south side of said wall of said building one hundred and forty-six feet and three-fourths of an inch to Commerce Street at a point thereon distant one hundred and seventy-four feet and six and one-half inches southerly from the southwest corner of Commerce and Baltimore Streets; thence southerly, binding on the west side of Commerce Street nine feet and three inches to the north side of the northernmost wall of the building there occupied by the Mutual Life Insurance Company of Baltimore; thence westerly binding along the north side of said wall of said last mentioned building, one hundred and forty-five feet and eleven and three-fourths inches to South Street; and thence northerly binding on the east side of South Street eight feet and five inches to the place of beginning.

The said Alley as directed to be condemned being delineated and particularly shown on a

plat which was filed in the Office of the Commissioners for Opening Streets on the eighth day of January in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Alley, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved February 6, 1929.

HOWARD BRYANT,
Acting Mayor.

No. 642.

An ordinance to condemn and open an alley, nine feet wide, extending from South Street to Commerce Street, along the north side of the present building of the Baltimore Trust Company known as No. 17 South Street lying south of Baltimore Street in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the eighth day of January, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn and open an alley, nine feet wide, extending from South Street to Commerce Street, along the north side of the present building of the Baltimore Trust Company, known as No. 17 South Street, lying south of Baltimore Street, the land hereby directed to be condemned for said alley being described as follows:

Beginning for the same on the east side of South Street at the distance of two hundred and twelve feet and seven and three-fourths inches southerly from the southeast corner of South and Baltimore Streets, which point of beginning is at the southernmost side of the southernmost wall of the building erected on the lot of which the lot now being described is a part, and which said building is occupied by the Mutual Life Insurance Company of Baltimore, and running thence easterly binding along the south side of said wall of said building one hundred and forty-five feet and nine inches to Commerce Street, at a point thereon distant two hundred and nine feet and ten and three-fourths inches southerly from the southwest corner of Commerce and Baltimore Streets; thence northerly binding on the west side of Commerce Street nine feet; thence westerly, parallel with and distant nine feet northerly at right angles from the line first herein described one hundred and forty-five feet and ten inches to South Street; and thence southerly binding on the east side of South Street nine feet to the place of beginning.

The said alley as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the eighth

day of January in the year 1929, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Alley and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved February 6, 1929.

HOWARD BRYANT,
Acting Mayor.

No. 643.

An ordinance to amend Sheet No. 1 of the Area District Map accompanying Ordinance No. 922, approved May 19, 1923, and known as the Zoning Ordinance, by changing from the "F" Area District to the "D" Area District certain property lying along the west side of the Maryland and Pennsylvania Railroad, south of Cold Spring Lane as outlined in red on the plat accompanying this ordinance and which is made a part hereof.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Sheet No. 1 of

the Area District Map accompanying Ordinance No. 922, approved May 19, 1923, and known as the Zoning Ordinance be and the same is hereby amended by changing from the F Area District to the D Area District certain property lying along the west side of the Maryland and Pennsylvania Railroad, bounded on the south by the outline of the whole tract known as Keswick, on the west by the alley west of and in the rear of the west side of Wickford Road and on the north by the present D Area District, as outlined in red on the plat accompanying this ordinance and made a part of this ordinance.

SECTION 2. *And be it further ordained,* That upon the passage of this ordinance by the City Council as evidence of the authenticity of the plat which is a part hereof, the said plat shall be signed by the President of the City Council and upon approval of the ordinance by the Mayor, said plat shall be signed by the Mayor of the City of Baltimore.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 8, 1929.

HOWARD BRYANT,
Acting Mayor,

No. 644.

An ordinance granting permission to Grace Wolfhope to erect a metal garage in the rear of her premises, 1606 Mt. Royal Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be

and the same is hereby granted to Grace Wolfhope to erect a metal garage 10 ft. wide and 16 ft. long in the rear of her premises 1606 Mt. Royal Avenue; the said garage to be within 3 ft. of a frame overhanging bay window and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 8, 1929.

HOWARD BRYANT,
Acting Mayor.

No. 645.

An ordinance to waive the provision of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within 300 feet of a church, in so far as said ordinance applies to the premises of Albert S. and Richard N. Hammond, 1311-15 N. Fremont Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15 of the Baltimore City Code, 1927 edition), which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of Albert S. and Richard N. Hammond, 1311-15 N. Fremont Avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 16, 1929.

WM. F. BROENING, *Mayor.*

No. 646.

An ordinance to waive the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within 300 feet of a church, in so far as said ordinance applies to the premises of Mrs. Lena Schlendorf, 3914-3920 Edmondson Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of Mrs. Lena Schlendorf, 3914-3920 Edmondson Avenue. Provided, however, that not more than twenty-four (24) individual garages of concrete block construction shall be erected on said premises.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 16, 1929.

WM. F. BROENING, *Mayor.*

No. 646½.

An ordinance to repeal Ordinance No. 535, approved Aug. 16, 1928, entitled "An ordinance granting permission to Construction Mortgage Company, a corporation, to use their premises in the rear of 413-15-17-19 W. North Avenue, said premises fronting on Montreal Street for a distance of 46 feet 10½ inches, on Mt. Royal Avenue for a distance of 44 feet 1½ inches, on McMechen Street, for a distance of 109 feet 11¾ inches and then running parallel to Mt. Royal Avenue for a distance of 12 feet, from which point it runs in a northwesterly direction at an angle for a distance of 104 feet and 5 inches, to Montreal Street, for the sale of gasoline and other motor fuels and to install thereon 4 gasoline tanks and 4 gasoline pumps.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 535, approved Aug. 16, 1928, entitled "An Ordinance granting permission to Construction Mortgage Company, a corporation, to use their premises in the rear of 413-15-17-19 W. North Avenue, said premises fronting on Montreal Street for a distance of 46 feet 10½ inches, on Mt. Royal Ave., for a distance of 44 feet 1½ inches, on McMechen Street for a distance of 109 feet 11¾ inches and then running parallel to Mt. Royal Avenue for a distance of 12 feet, from which point it runs in a northwesterly direction at an angle for a distance of 104 feet and 5 inches, to Montreal Street, for the sale of gasoline and other motor fuels and to install thereon 4 gasoline tanks and 4 gasoline pumps," be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 19, 1929.

WM. F. BROENING, *Mayor.*

No. 647.

An ordinance authorizing the sale of a lot of ground at the southeast corner of Key Highway and Lawrence Street, subject to the right-of-way of the Baltimore and Ohio Railroad through said property, fronting about twenty-six (26) feet on Lawrence Street with a depth of about one hundred and forty-one (141) feet, in accordance with Section 13 of the Charter. Said lot being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Board of Estimates be and it is hereby authorized to sell at private sale, subject to the right-of-way of the Baltimore and Ohio Railroad through said property, all that lot of ground beginning at the southeast corner of Key Highway and Lawrence Street, said property fronting about twenty-six (26) feet on Lawrence Street with a depth of about one hundred and forty-one (141) feet, in accordance with Section 13 of the Charter, said property being no longer needed for public use.

SECTION 2. *And be it further ordained,* That no deed or deeds shall pass, in accordance with the provisions of this ordinance, until the same shall have been approved by the City Solicitor.

Approved February 20, 1929.

WM. F. BROENING, *Mayor.*

No. 648.

An ordinance to condemn, open, widen and grade Garrison Lane, 50 feet wide, from the south side of Baltimore Street to the northwest side of Frederick Road, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the sixth day of February, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Garrison Lane with a width of 50 feet from the south side of Baltimore Street to the northwest side of Frederick Road, the land hereby directed to be condemned for said Garrison Lane being described as follows:

Beginning for the same at a point formed by the intersection of the south side of Baltimore Street, as now laid out 66 feet wide, and the east side of Garrison Lane, as now laid out 33 feet wide; the co-ordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 12172.80 feet and South 3631.38 feet; and running thence South 12°-21′-59″ East 505.69 feet; thence South 12°-06′-22″ East 360.71 feet; thence South 13°-10′-17″ East 569.27 feet; thence South 11°-56′-19″ East 270.30 feet; thence South 14°-31′-45″ East 123.79 feet to intersect the northwest side of Frederick Road, as now laid out 66 feet wide; thence binding on the northwest side of said Frederick Road the two following courses and distances, namely: South 50°-16′-18″ West 37.60 feet and South 49°-53′-50″ West 17.71 feet to intersect a line drawn parallel with and distant 50 feet westerly measured at right angles from the fifth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 50 feet westerly measured at right angles from the fourth, third, second and first lines, respectively, of this description the five following courses and distances, namely: North 14°-31′-45″ West 148.57 feet, North 11°-56′-19″ West 270.90 feet, North 13°-10′-17″ West 569.19 feet, North 12°-

06′-22″ West 361.06 feet and North 12°-21′-59″ West 507.07 feet to intersect the south side of Baltimore Street, as condemned and opened 80 feet wide under Ordinance No. 272, approved March 10, 1909; thence binding on said Baltimore Street North 87°-14′-40″ East 17.24 feet to intersect the west side of Garrison Lane, as now laid out 33 feet wide; and thence North 75°-12′-38″ East 33.02 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Lane as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the sixth day of February in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Lane, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances

of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved February 20, 1929.

WM. F. BROENING, *Mayor.*

No. 649.

An ordinance to condemn and close "N" Alley, 20 feet wide, from the west side of Cathedral Street, westerly 190.20 feet in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the eighth day of November, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby, authorized and directed to condemn and close "N" Alley, 20 feet wide, from the west side of Cathedral Street westerly 190.20 feet, the land hereby directed to be condemned for said "N" Alley being described as follows:

Beginning for the same at a point formed by the intersection of the west side of Cathedral Street, as now laid out, and the north side of "N" Alley, as now laid out 20 feet wide, said point of beginning being distant 140 feet southerly from the point formed by the intersection of the south side of Franklin Street, as now laid out, and the west side of said Cathedral Street; and running thence binding on the north side of said "N" Alley and parallel with said Franklin Street westerly 190.20 feet to intersect the fourth line, produced northerly, of the lot of ground described in a deed from Enoch Pratt and wife to the Mayor and City Council of Baltimore, dated July 9, 1883, and recorded among the Land Records of Baltimore City, in Liber R. T. A. No. 972, folio 406; thence revers-

ing said line so produced and binding thereon southerly 20 feet to intersect a line drawn parallel with and distant 20 feet southerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon easterly 190.17 feet to intersect the west side of said Cathedral Street; and thence binding on the west side of said Cathedral Street northerly 20 feet to the place of beginning.

The said alley as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on eighth day of November in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said alley and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland, which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved February 20, 1929.

WM. F. BROENING, *Mayor.*

No. 650.

An ordinance to condemn and open a 3-foot alley, 105 feet west of Cathedral Street, from the north side of Mulberry Street northerly 46.83 feet in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the eighth day of November, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and open a 3 foot alley, 105 feet west of Cathedral Street from the North side of Mulberry Street northerly 46.83 feet, the land hereby directed to be condemned for said 3 foot alley being described as follows:

Beginning for the same at a point formed by the intersection of the North side of Mulberry Street, as now laid out, and the east side of a 3 foot alley there situate, said point of beginning being distant 105 feet westerly from the point formed by the intersection of the west side of Cathedral Street, as now laid out, and the north side of said Mulberry Street; and running thence northerly binding on the east side of said alley and parallel with said Cathedral Street 46.83 feet to intersect the fourth line described in a deed from Frederick J. Singley and wife to the Mayor and City Council of Baltimore, Trustee, dated May 21, 1909, and recorded among the land Records of Baltimore City, in Liber S. C. L. 2501, folio 26; thence binding on said fourth line reversely westerly 3 feet to intersect a line drawn parallel with and distant 3 feet westerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon southerly 46.83 feet to inter-

sect the north side of said Mulberry Street; and thence binding on the north side of said Mulberry Street easterly 3 feet to the place of beginning.

The said alley as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the eighth day of November in the year 1928 and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said 3 foot alley and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved February 20, 1929.

WM. F. BROENING, *Mayor.*

No. 651.

An ordinance to condemn and close a 15-foot alley, 192.5 feet northeast of Springdale Avenue, from the northwest side of Forest Park Avenue northwesterly 220.97 feet, more or less, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the sixteenth day of November, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close a 15 foot alley, 192.5 feet northeast of Springdale Avenue, from the northwest side of Forest Park Avenue northwesterly 220.97 feet more or less, the land hereby directed to be condemned for said 15 foot alley being described as follows:

Beginning for the same at a point formed by the intersection of the northwest side of Forest Park Avenue, as now laid out, and the southwest side of a 15 foot alley there situate, said point of beginning being distant 286.62 feet northeasterly from the point formed by the intersection of the northeast side of Springdale Avenue, as now laid out, and the northwest side of said Forest Park Avenue; and running thence binding on the southwest side of said 15 foot alley northwesterly 212.70 feet to the southeast side of a 10 foot alley, now proposed to be opened; thence northeasterly 15 feet to intersect a line drawn parallel with and distant 15 feet northeasterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon southeasterly 229.25 feet to intersect the northwest side of said Forest Park Avenue; and thence binding on the northwest side of said

Forest Park Avenue southwesterly 22.33 feet to the place of beginning.

The said alley as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the sixteenth day of November in the year 1928, and is now on file in the said office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said 15 foot alley, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved February 20, 1929.

WM. F. BROENING, *Mayor.*

No. 652.

An ordinance to condemn and close a 3-foot alley, 105 feet west of Cathedral Street, from the north side of Mulberry Street northerly 46.83 feet, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets, on the sixteenth day of November, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn and close a 3-foot alley 105 feet west of Cathedral Street, from the north side of Mulberry Street northerly 46.83 feet, the land hereby directed to be condemned for said 3-foot alley being described as follows:

Beginning for the same at a point formed by the intersection of the north side of Mulberry Street, as now laid out, and the east side of a 3-foot alley there situate, said point of beginning being distant 105 feet westerly from the point formed by the intersection of the west side of Cathedral Street, as now laid out, and the north side of said Mulberry Street; and running thence northerly binding on the east side of said alley and parallel with said Cathedral Street 46.83 feet to intersect the fourth line described in a deed from Frederick J. Singley and wife to the Mayor and City Council of Baltimore, Trustee, dated May 21, 1909, and recorded among the Land Records of Baltimore City, in Liber S. C. L. No. 2501, folio 26; thence binding on said fourth line reversely westerly 3 feet to intersect a line drawn parallel with and distant 3 feet westerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon southerly 46.83 feet to intersect the north side of said Mulberry Street; and thence binding on the north side of said Mulberry Street easterly 3 feet to the place of beginning.

The said alley as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the sixteenth day of November in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said 3-foot alley and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City) as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved February 20, 1929.

WM. F. BROENING, *Mayor.*

No. 653.

An ordinance to condemn, open and grade Trainor Avenue, 40 feet wide, from the northeast side of Arbutus Avenue northeasterly 141 feet, more or less, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the fifteenth day of November, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Trainor Avenue with a width of 40 feet from the northeast side of Arbutus

Avenue northeasterly 141 feet more or less, the land hereby directed to be condemned for said Trainor Avenue being described as follows:

Beginning for the same at a point on the northeast side of Arbutus Avenue, as now laid out 30 feet wide, at the distance of 639.48 feet southeasterly from the point formed by the intersection of the southeast side of Glen Avenue, now in process of condemnation 80 feet wide under Ordinance No. 458, approved July 28, 1925, and the northeast side of said Arbutus Avenue; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 21106.34 feet and North 19999.24 feet; and running thence North 55°-44′-50″ East 140 feet more or less to intersect the division line between the land of which the hereindescribed avenue is a part and the land now or formerly belonging to the Milburn Realty Company; thence binding on the said division line southeasterly 40 feet more or less to intersect a line drawn parallel with and distant 40 feet southeasterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon South 55°-44′-50″ West 141 feet more or less to intersect the northeast side of said Arbutus Avenue; and thence binding on the northeast side of said Arbutus Avenue North 33°-59′-00″ West 40 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a

plat which was filed in the Office of the Commissioners for Opening Streets on the fifteenth day of November in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Trainor Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved February 20, 1929.

WM. F. BROENING, *Mayor.*

No. 654.

An ordinance to condemn, open, widen and grade Pennington Avenue, 70 feet wide, from Alder Street to the Southern Boundary established 1918; and from the Southern Boundary established 1918 to Marley Neck Road in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the fifteenth day of November, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Pennington Avenue with a width of 70 feet from Alder Street to the Southern Boundary established 1918, and from the Southern Boundary established 1918 to Marley Neck Road, the land hereby directed to be condemned for said Pennington Avenue being described as follows:

Beginning for the First at a point at or near the northwest corner of Pennington Avenue and Alder Street, said point of beginning being the southeast corner of the concrete building there situate; the co-ordinates of the said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being East 7900.47 feet and South 29397.12 feet; and running thence South 03°-55′-20″ East 1297.09 feet; thence by a line curving to the left with a 1229.01 foot radius the distance of 654.38 feet, which arc is subtended by a chord bearing South 19°-10′-32″ East 646.68 feet; thence South 34°-25′44″ East 1532.91 feet to intersect the southern boundary of Baltimore City established 1918; thence binding on the said southern boundary South 67°-37′-34″ East 127.84 feet to intersect a line drawn parallel with and distant 70 feet northeasterly measured at right angles from the third line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 70 feet easterly measured at right angles from the second and first lines, respectively, of this description the three following courses and distances, namely: North 34°-25′-44″ West 1639.90 feet, by a line curving to the right with a 1159.01 foot radius the distance of 617.11 feet, which arc is subtended by

a chord bearing North 19°-10′-32″ West 609.85 feet, and North 03°-55′-20″ West 1297.09 feet, and thence South 86°-04′-40″ West 70 feet to the place of beginning.

Beginning for the Second at a point on the southern boundary of Baltimore City established 1918 South 67°-37′-34″ East 754.78 feet from Boundary Stone No. 9718; the co-ordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being East 9761.47 feet and South 32851.71 feet; and running thence binding on the said southern boundary South 67°-37′-34″ East 289.43 feet; thence South 81°-37′-19″ East 384.07 feet; thence by a line curving to the right with a 3090.36 foot radius the distance of 323.22 feet, which arc is subtended by a chord bearing South 78°-37′-32.5″ East 323.07 feet; thence South 75°-37′-46″ East 2554.67 feet; thence South 75°-39′-24″ East 3443.09 feet; thence South 21°-50′-36″ East 38.36 feet; thence North 68°-09′-24″ East 70 feet; thence North 14°-20′-36″ East 59.62 feet to intersect a line drawn parallel with and distant 70 feet northeasterly measured at right angles from the fifth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 70 feet northeasterly measured at right angles from the fourth, third and second lines, respectively, of this description, the four following courses and distances, namely: North 75°-39′-24″ West 3522.22 feet, North 75°-37′-46″ West 2554.66 feet, by a line curving to the left with a 3160.36 foot radius the distance of 330.54 feet, which arc is subtended by a chord bearing North 78°-37′-32.5″ West 330.38 feet, and North

81°-37′-19″ West 664.90 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the fifteenth day of November in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Pennington Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved February 20, 1929.

WM. F. BROENING, *Mayor.*

No. 655.

An ordinance granting permission to August Rettman to erect an individual metal garage in the rear of his premises 408 N. Curley Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to August Rettman to erect an individual metal garage in the rear of his premises 408 N. Curley Street; the said garage to be within 3 ft. of an open frame porch, to have no opening in side or rear, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this Ordinance shall take effect from the date of its passage.

Approved February 20, 1929.

WM. F. BROENING, *Mayor.*

No. 656.

An ordinance granting permission to George Nachodsky to erect an individual metal garage in the rear of his premises 821 N. Belnord Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to George Nachodsky to erect an individual metal garage 9 ft. wide and 15 ft. long in the rear of his premises 821 N. Belnord Avenue; the said garage to have no openings in side or rear, to be within 4 feet of an overhang and to be erected under

the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, provided, however, that the overhang shall be fire proofed on the bottom.

SECTION 2. *And be it further ordained,* That this Ordinance shall take effect from the date of its passage.

Approved February 20, 1929.

WM. F. BROENING, *Mayor.*

No. 657.

An ordinance granting permission to Wm. Festerman to erect an individual metal garage in the rear of his premises 1727 Jackson Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Wm. Festerman to erect an individual metal garage in the rear of his premises 1727 Jackson Street; the said garage to be within 2 ft. of an open frame porch, to have no opening in side or rear, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this Ordinance shall take effect from the date of its passage.

Approved February 20, 1929.

WM. F. BROENING, *Mayor.*

No. 658.

An ordinance to condemn and close a portion of the bed of Race Street, 17 feet wide, along the west side thereof, from the south side of Clement Street southerly to the Baltimore and Ohio Railroad right of way, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-sixth day of November, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close a portion of the bed of Race Street, 17 feet wide along the west side thereof from the south side of Clement Street southerly to the Baltimore and Ohio Railroad right of way, the land hereby directed to be condemned for said Race Street being described as follows:

Beginning for the same at a point formed by the intersection of the west side of Race Street, 66 feet wide, and the south side produced westerly of Clement Street, as now laid out 66 feet wide from Race Street easterly, said point of beginning being distant 386 feet southerly from the southwest corner of Race and Ostend Streets; and running thence westerly binding on the south side of said Clement Street so produced westerly 17 feet to the west side of Race Street as heretofore opened 100 feet wide; thence southerly binding on the said west side of Race Street, 100 feet wide, 107 feet 5½ inches to the northeast line of the right of way of the Baltimore and Ohio Railroad; thence easterly parallel with the above mentioned line of Clement Street 17 feet; and thence northerly parallel with the west side of Race Street, 100 feet wide, 107 feet 5½ inches to the place of beginning, the said Street as directed to be con-

demned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-sixth day of November in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Race Street and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved February 20, 1929.

WM. F. BROENING, *Mayor.*

No. 659.

An ordinance granting permission to Edw. A. Watson to erect a double metal garage in the rear of his premises 120 W. Twenty-seventh Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Edw. A. Wat-

son to erect a double metal garage 14 ft. wide and 18 ft. long in the rear of his premises 120 W. Twenty-seventh Street; the said garage to be within 4 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 20, 1929.

WM. F. BROENING, *Mayor.*

No. 660.

An ordinance to waive the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within 300 feet of a school or church, in so far as said ordinance applies to the premises of the Hotel Abbey, 723 St. Paul Street, and to provide that the said garage, together with the existing building, may cover all of said premises except 3 feet.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within 300 feet of a school or church, be and they are hereby waived in so far as said provisions apply to the premises of the Hotel Abbey, 723 St. Paul Street.

SECTION 2. *And be it further ordained,* That if permission is granted for the erection of a

garage under the provisions of the preceding section, the said building shall be of brick construction, with asphalt roof and, together with the existing building on said premises, may cover all of the lot except 3 feet. Provided, however, that the said building shall be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 20, 1929.

WM. F. BROENING, *Mayor.*

No. 661.

An ordinance to condemn, open and grade Fairfax Road, formerly Clayton Road, 40 feet wide, from the northeast side of Walcott Avenue to the southwest side of Winfield Avenue in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the twenty-eighth day of May, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Fairfax Road, formerly Clayton Road, with a width of 40 feet from the northeast side of Walcott Avenue to the southwest side of Winfield Avenue, the land hereby directed to be condemned for said Fairfax Road being described as follows:

Beginning for the same at the point formed by the intersection of the southeast side of Fairfax Road, as now laid out 40 feet wide, and the northeast side of Walcott Avenue as now laid out; and running thence binding on the southeast side of said Fairfax Road and producing the same course North 64°-22′-10″ East 399.46 feet more or less to intersect the southwest side of Winfield Avenue, as now laid out; thence binding on the southwest side of said Winfield Avenue North 23°-50′-00″ West 40.02 feet to intersect a line drawn parallel with and distant 40 feet northwesterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon South 64°-22′-10″ West 399.46 feet more or less to intersect the northeast side of said Walcott Avenue; and thence binding on the northeast side of said Walcott Avenue South 23°-50′-00″ East 40.02 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said road as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-eighth day of May in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Fairfax Road, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by,

and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved February 25, 1929.

WM. F. BROENING, *Mayor.*

No. 662.

An ordinance to prohibit parking on certain parts of Lexington and Fayette Streets, in Baltimore City, except as herein provided, providing penalties for the violation hereof and repealing all ordinances or parts of ordinances inconsistent with the terms hereof to the extent of such inconsistency.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that on the following named parts of Lexington and Fayette Streets, in Baltimore City, no vehicle (except those specified in Section 72 of Article 4 of the Baltimore City Code of the year 1927) shall be permitted to stand longer than actually necessary to take on or discharge passengers, baggage, freight or merchandise between the hours of seven-thirty (7.30) A. M. and six (6.00) P. M., on any day, Sundays and legal holidays excepted, namely:

Either side of Lexington Street from Howard Street to Liberty Street.

Either side of Lexington Street from Charles Street to Holliday Street.

Either side of Lexington Street from Aisquith Street to Caroline Street.

Either side of Fayette Street from Greene Street to Holliday Street.

SECTION 2. *And be it further ordained,* that on the following named parts of Lexington and Fayette Streets, in Baltimore City, no vehicle (except those specified in Section 72 of Article 4 of the Baltimore City Code of the year 1927) shall be permitted to stand longer than actually necessary to take on or discharge passengers, baggage, freight or merchandise at any time:

Either side of Lexington Street from Liberty Street to Charles Street.

Either side of Fayette Street from the Fallsway to Broadway.

SECTION 3. *And be it further ordained,* that any person violating the provisions of this ordinance shall be fined not exceeding Ten Dollars ($10.00) and costs for each and every violation, said fines to be collected in the same manner as penalties imposed by Article 4 of the Baltimore City Code of 1927.

SECTION 4. *And be it further ordained,* that all ordinances and parts of ordinances inconsistent with any of the provisions of this ordinance, except Section 72 of Article 4 of the Baltimore City Code of the year 1927, be and the same are hereby repealed to the extent of such inconsistency.

SECTION 5. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved March 6, 1929.

WM. F. BROENING, *Mayor.*

No. 663.

An ordinance to condemn, open, widen and grade Hamilton Avenue, from its present width of 30 feet to a width varying from 30 feet to 60 feet, from Belair Road northwesterly 60 feet, and from its present width of 30 feet to a width varying from 30 feet to 70.96 feet, from Belair Road southeasterly, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-second day of August, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Hamilton Avenue, from its present width of 30 feet to a width varying from 30 feet to 60 feet, from Belair Road northwesterly 60 feet, and, from its present width of 30 feet to a width varying from 30 feet to 70.96 feet, from Belair Road southeasterly, the land hereby directed to be condemned for said opening, widening and grading being described as follows:

Beginning for the First at a point formed by the intersection of the northwest side of Belair Road, as condemned and opened 80 feet, and the northeast side of Hamilton Avenue, as now laid out 30 feet wide; the co-ordinates of said point of beginning, based upon the system estab-

lished by the City of Baltimore Topographical Survey Commission, being East 19798.66 feet and North 16368.73 feet; and running thence binding on the northeast side of said Hamilton Avenue the two following courses and distances, namely: North 32°-15′-07″ West 43 feet and North 41°-30′-10″ West 17 feet; thence South 62°-27′-10″ East 62.71 feet to intersect the northwest side of said Belair Road; thence binding on the northwest side of said Belair Road the two following courses and distances, namely: South 48°-08′-53″ West 11.25 feet and South 45°-56′-35″ West 18.11 feet to the place of beginning.

Beginning for the Second at a point formed by the intersection of the southeast side of Belair Road, as condemned and opened 80 feet wide, and the southwest side of Hamilton Avenue, as now laid out 30 feet wide; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 19871.46 feet and North 16327.57 feet; and running thence binding on the southwest side of said Hamilton Avenue the two following courses and distances, namely: South 36°-37′-56″ East 142.89 feet and South 22°-17′-40″ East 114.58 feet; thence North 35°-12′-00″ West 129.88 feet; thence North 44°-03′-25″ West 120 feet to intersect the southeast side of said Belair Road; thence binding on the southeast side of said Belair Road the two following courses and distances, namely: North 45°-56′-35″ East 33.70 feet and North 47°-37′-42″ East 7.26 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-second day of August in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Hamilton Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 9, 1929.

WM. F. BROENING, *Mayor.*

No. 664.

An ordinance granting to The United Railways and Electric Company of Baltimore, its successors and assigns, the right to construct, maintain and operate a single track curve, with the necessary poles, wires and overhead construction, as follows: To construct a single track curve around the southwest corner of North Avenue and Bloomingdale Road connecting the northbound track on Bloomingdale Road with the westbobund track on North Avenue; and to run on the aforesaid tracks cars to be propelled by electricity or by the storage system, or by any improved system which may be approved by the Mayor and Highways Engineer.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That The United Railways and Electric Company of Baltimore, its successors and assigns, be and it is hereby authorized and empowered to lay down, construct and maintain, a single track curve at the following point, and to run cars and to operate a railway thereon, and also erect and maintain the necessary poles, wires and overhead construction and appurtenances as may be necessary and proper for said curve namely: To construct a single track curve around the southwest corner of North Avenue and Bloomingdale Road connecting the northbound track on Bloomingdale Road, with the westbound track on North Avenue; and to run on the aforesaid tracks cars to be propelled by electricity or by the storage system or by any improved system which may be approved by the Mayor and Highways Engineer.

SECTION 2. *And be it further ordained,* That the said railway tracks shall be built and renewed from time to time under the supervision and subject to the approval of the Highways Engineer, and the rails and renewals thereof from time to time shall be of the most improved

pattern of girder rails and of a gauge similar to tracks now in use in said City and to be so constructed and laid down as not to obstruct or impede the free flow of water across said streets or down the gutters thereof.

SECTION 3. *And be it further ordained,* That the United Railways and Electric Company of Baltimore, its successors and assigns, shall at its own expense, in laying down or in relaying down from time to time, its said railway tracks, on said streets, adjust its said tracks to the grades of said streets as the same are now or may hereafter be established by law, and shall at its own expense, keep the space within each of said tracks and for two feet outside of each outer rail, of each of said tracks, in thorough repair, and shall at its own expense, keep the same free from snow or other obstruction, but without obstructing the other portions of said road-bed on either side of said tracks; and shall pay to the City if and so often as said streets or any of them shall be paved or repaved by the Mayor and City Council of Baltimore, its officers or agents or any other officers or agents duly authorized by law, the cost of paving or repaving the spaces between the said tracks and extending for two feet on either side thereof of whatever material the same may be constructed. The United Railways and Electric Company of Baltimore shall also pay to the City, within thirty days after written notice from the Highways Engineer of the amount due, the cost of relocating, strengthening, or otherwise protecting all subsurface structures belonging to the Mayor and City Council of Baltimore, located in the street beneath the space between the rails of said tracks and for

two feet on either side thereof and shall pay to the City within thirty days after written notice from the Highways Engineer of the amount due, the cost of relocating any surface structures belonging to the City made necessary by the construction of said tracks; the judgment of the Highways Engineer approved by the Board of Estimates as to the work necessary to safe guard said sub-surface structures and as to the necessity of relocating any surface structures to be final; and the said The United Railways and Electric Company of Baltimore shall also pay to the Mayor and City Council of Baltimore, within thirty days after written notice from the Highways Engineer of the amount due, the cost of such additional sewer inlet or inlets with the necessary connecting pipe or pipes as in the judgment of the Highways Engineer are required for the purpose of proper drainage as the result of the construction of said tracks. The said work of relocating surface structures and relocating, strengthening or otherwise protecting sub-surface structures to be done concurrently with the laying of said tracks and before the restoration of the street paving.

Section 4. *And be it further ordained,* That the Mayor and City Council of Baltimore shall at all times have and retain the power and right to reasonably regulate, in the public interest, the exercise of the right herein granted, and that the said rights shall be executed and enjoyed within six (6) months after the grant, as provided by Section 37 of Article 4 of the Code of Public Local Laws of Maryland, entitled "City of Baltimore" sub-title "Charter," and the right herein granted shall be held, exer-

cised and enjoyed for the period of twenty-five years and with the further right to said Grantee at a fair revaluation including in such revaluation the value derived from said right, to renewals not exceeding in the aggregate twenty-five (25) years; that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of said Grantee, to be constructed by virtue of this ordinance, which shall be and become the property of the City of Baltimore, at its election on its paying said Grantee said valuation; that said payment is to be at a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this ordinance granted; the said revaluation and valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of the City of Baltimore, and the other to be appointed by the said Grantee, its representatives or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator and the decision of a majority of said arbitrators shall be final and binding as to a revaluation or valuation as aforesaid; provided, that if said two arbitrators shall after a reasonable time fail to agree upon an umpire, then the Board of Estimates shall appoint such umpire.

SECTION 5. *And be it further ordained,* That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise in the interest of the public full municipal superintendence, regulation and control in respect to all matters connected with the aforesaid grants and not inconsistent with the terms thereof, and in the

event of the said grantee, its successors or assigns, refusing, neglecting or failing to comply with any of the terms or conditions upon which the said franchises and rights are hereby granted, said franchises and rights shall be and become null and void.

SECTION 6. *And be it further ordained,* That non-compliance at any time or times by the Grantee, its successors or assigns, with any of the terms of the grants hereby made, shall operate as a forfeiture of the grants hereby made, which shall thereupon be and become void and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grants hereby made.

SECTION 7. *And be it further ordained,* That the compensation to be paid by The United Railways and Electric Company of Baltimore for the franchises and rights hereby granted, shall be the sum of Thirty-six Dollars and Eighty-eight cents ($36.88) and all expense of advertising.

SECTION 8. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 9, 1929.

WM. F. BROENING, *Mayor.*

No. 665.

An ordinance to authorize The Baltimore and Ohio Railroad Company to construct, maintain and operate a single railroad track across Pennington Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That The Baltimore and Ohio Railroad Company be, and it is hereby authorized to construct, maintain and operate a railroad track across Pennington Avenue, the center line of said track being described as follows:

Beginning for said center line at a point on the east line of Pennington Avenue, which said point is 1611.8 feet southerly from the south line of Benhill Street measured along the said east line of Pennington Avenue, and thence running south 63°-51′- west, the distance of 64.7 feet to a point in the west line of Pennington Avenue which is 1636.0 feet southerly from the said south line of Benhill Street, measured along the west line of Pennington Avenue.

The track hereby authorized is shown on the attached blue print by the line colored red.

SECTION 2. *And be it further ordained,* That the Mayor and City Council of Baltimore shall, at all times, have and retain the power and right to reasonably regulate, in the public interest, the exercise of the right herein granted, and that the said right shall be executed and enjoyed within six months after the grant, as provided by Section 37 of Article 4 of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," sub-title "Charter," and that the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years, and with the further right to said grantee, at a fair revaluation, including in such revaluation

the value derived from said right, to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of the said grantee, to be constructed by virtue of this ordinance, which shall be and become the property of the City of Baltimore, at its election, on its paying said grantee said valuation; the said payment to be a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this ordinance granted, the said revaluation and valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of the City of Baltimore and the other to be appointed by the grantee, its successors or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator, and the decision of a majority of said arbitrators shall be final and binding as to the revaluation and valuation aforesaid; provided, that if the said two arbitrators shall, after a reasonable time, fail to agree upon an umpire, then the Mayor shall appoint such umpire.

Section 3. *And be it further ordained,* That the right and power are hereby expressly reserved to the Mayor and City Council of Baltimore, at all times, to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof, and that non-compliance, at any time or times, by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall, at the option of the Mayor and City Council of Baltimore, operate as a forfeiture of the grant

hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 4. *And be it further ordained,* That the said grantee, its successors and assigns, shall, at its own expense, in laying down, from time to time, its said railroad tracks, on said streets, adjust its said tracks to the grades of said streets, as the same are now or may hereafter be established by law, and shall, at its own expense, keep the said tracks and the space between the rails of said tracks and for two feet on either side thereof in thorough repair, and shall at its own expense, keep the same free from snow or other obstruction, but without obstructing the other portions of said streets on either side of said tracks, and shall pay to the City of Baltimore, if and so often as said streets shall be paved or repaved by the Mayor and City Council of Baltimore, its officers and agents, or any other officers or agents duly authorized by law, the cost of paving or repaving the space between the rails of said tracks and for two feet on either side thereof.

SECTION 5. *And be it further ordained,* That the tracks hereby authorized shall be constructed and maintained under the supervision and to the entire satisfaction of the Highways Engineer of Baltimore City, and that the rails to be used in the construction and renewals thereof, from time to time, shall be of such character, size and weight as the said Highways Engineer shall determine. The grantee hereunder, its successors or assigns, shall, from time to time, at its or their own expense, change the

location of the tracks hereby authorized, whenever in the judgment of said Highways Engineer the public convenience may require it and he shall issue a written order therefor approved by the Board of Estimates of Baltimore City.

SECTION 6. *And be it further ordained,* That the compensation to be paid by the said The Baltimore and Ohio Railroad Company, its successors and assigns, for the franchise and rights hereby granted shall be the sum of One Dollar ($1.00) per lineal foot of single track per annum, payable in advance, during the continuance of said franchise and rights, the number of feet of track and the total amount of said annual compensation to be fixed by the Highways Engineer of Baltimore City upon the measurement by him of the actual number of lineal feet of track constructed, maintained or operated under the provisions of this ordinance; and the said The Baltimore and Ohio Railroad Company shall also pay all expense of advertising this ordinance.

SECTION 7. *And be it further ordained,* That the said grantee, its successors and assigns, shall also pay to the Mayor and City Council of Baltimore, from time to time, within thirty days after written notice from the Highways Engineer of the amount or amounts due, the cost of any or all of the following work, in so far as the same becomes necessary from time to time by reason of, or in anywise resulting from the construction, maintenance, operation, presence, use, location, relocation, repair, alteration and removal of said tracks:

A. The relocating, altering, repairing, re-

placing, protecting, strengthening or encasing in concrete of any or all subsurface structures belonging to the Mayor and City Council of Baltimore located in the streets and alleys occupied by said tracks;

B. The relocating, altering, replacing, repairing, protecting or strengthening of any or all paving, curbing and sidewalks and all other surface structures belonging to the Mayor and City Council of Baltimore located in said streets and alleys;

C. Such additional sewer inlet, inlets, and other drainage structures, with the necessary connecting pipe or pipes, as may be required for the purpose of proper drainage of said streets, alleys and tracks;

The judgment of the Highways Engineer of Baltimore City as to the necessity for any or all of the above-mentioned work, from time to time, to be final.

SECTION 8. *And be it further ordained,* That should the said grantee, its successors or assigns, remove any of the tracks hereby authorized, or upon any forfeiture of any or all of the rights and franchises hereby granted, or should the said grantee, its successors or assigns, abandon the use of any or all of said tracks, or upon the termination of the rights herein granted and election of the City of Baltimore not to take said plant and property, then in any of such events, from time to time, all the franchises and rights hereby granted shall cease and determine as to the tracks and franchises so affected, without any compensation to the said grantee, its successors or assigns, and the said grantee, its successors or assigns, shall promptly remove the tracks and appurtenances so affected, at its

entire expense, if and when notified by the said Highways Engineer so to do, and any such removal of tracks and appurtenances shall be done in whole or in part, from time to time, at the option of the City, acting through said Highways Engineer. And upon any and all such removals of tracks, the said grantee, its successors and assigns, shall promptly pave or repave, at their entire expense, the street beds, curbs and sidewalks of all streets and alleys disturbed by such removal of tracks, the said paving or repaving to be done with such materials and in such manner as may be designated by the said Highways Engineer, in each instance.

SECTION 9. *And be it further ordained,* That should the said grantee, its successors or assigns, fail, neglect or refuse to perform within a reasonable time any of the work herein required to be done by them, from time to time, then and in any and all such instances the said Mayor and City Council of Baltimore is hereby authorized to proceed to do said work and collect all costs and expenses thereof from said grantee, its successors and assigns.

SECTION 10. *And be it further ordained,* That the said The Baltimore and Ohio Railroad Company, its successors and assigns, shall be liable for and shall indemnity and save harmless the Mayor and City Council of Baltimore against any and all suit or suits, loss, claim, damage or expense to which said Mayor and City Council may from time to time be subjected by reason of, or in anywise resulting from the presence, construction, use, operation, maintenance, alteration, repair, location, relocation and removal of said railroad tracks, and especially from

any failure or default on the part of the said grantee, its successors and assigns, to perform in a proper and careful manner any of the acts, duties and obligations upon it or them by this ordinance imposed.

SECTION 11. *And be it further ordained,* That the said grantee, its successors or assigns, shall not stand a car or cars on the tracks hereby authorized.

SECTION 12. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 9, 1929.

WM. F. BROENING, *Mayor.*

No. 666.

An ordinance to add a new section to Article 4 of the Baltimore City Code of 1927, entitled "Carriages, Horses, Boats and Scows," said new section to come in immediately after Section 94 of said Article and to be known as Section 94A; said section regulating the parking of vehicles on Charles street, Maryland avenue and North avenue within certain limits.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That a new section be and it is hereby added to Article 4 of the Baltimore City Code of 1927, entitled "Carriages, Horses, Boats and Scows," said new section to come in immediately after Section 94 of said Article to be known as Section 94A, and to read as follows:

94A. On Charles street between Twentieth street and Lafayette avenue, on Maryland avenue between Twentieth street and Lafayette avenue, and on North avenue between St. Paul street and Oak street, no vehicles shall be permitted to stand for a longer time than two hours continuously, in any one block between the hours of 7.30 A. M. and 6 o'clock P. M. on any day, Sundays and legal holidays excepted; in the space in the center of North avenue between Charles street and Oak street, designated for the parking of vehicles, no vehicles shall be permitted to stand for a period exceeding two hours continuously, in any one block, between the hours of 7.30 A. M. and 6 o'clock P. M. on any day, Sundays and legal holidays excepted.

SECTION 2. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved March 9, 1929.

WM. F. BROENING, *Mayor.*

No. 667.

An ordinance to condemn, open and grade Eastern Avenue Underpass, in five parts, varying in width from a point to 154 feet, from a point 160 feet west of Haven Street to Macon Street in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-sixth day of November, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn,

open and grade Eastern Avenue underpass, in five parts, varying in width from a point to 154 feet, from a point 160 feet west of Haven Street to Macon Street, the land hereby directed to be condemned for said Eastern Avenue underpass being described as follows:

Beginning for the First at a point formed by the intersection of the north side of Eastern Avenue, as now laid out, and the west side of Haven Street, as now laid out; and running thence binding on the north side of said Eastern Avenue South 87°-05′-30″ west 160 feet; thence easterly 163 feet, more or less, to intersect the west side of said Haven Street; and thence binding on the west side of said Haven Street southerly 26 feet to the place of beginning.

Beginning for the Second at a point formed by the intersection of the north side of Eastern Avenue, as now laid out, and the east side of Haven Street, as now laid out; and running thence binding on the east side of said Haven Street northerly 100 feet to intersect the south side of a 10-foot alley there situate; thence binding on the south side of said 10-foot alley North 87°-05′-30″ East 100 feet; thence northeasterly 125 feet, more or less, to intersect the west side of the Northern Central Railroad right of way, 66 feet wide (Iris Street); thence binding on the west side of said right of way southerly 141 feet to intersect the north side of said Eastern Avenue; and thence binding on the north side of said Eastern Avenue South 87°-05′-30″ West 218 feet, more or less, to the place of beginning.

Beginning for the Third at a point formed by the intersection of the north side of Eastern Avenue, as now laid out, and the northwest side of the Pennsylvania Railroad right of way, as

now laid out, said point of beginning being at or near the northwest corner of Kresson Street and Eastern Avenue; and running thence binding on the north side of said Eastern Avenue South 87°-05′-30″ West 36.77 feet, more or less, to intersect the division line between the houses Nos. 4320 and 4322 Eastern Avenue; thence binding on said division line and continuing the same course in all northerly 80 feet; thence parallel with said Eastern Avenue South 87°-05′-30″ West 166 feet, more or less; thence by a line curving to the left with a 40 foot radius the distance of 63.03 feet, which arc is subtended by a chord bearing southwesterly 56.57 feet to intersect a line drawn parallel with and distant 42 feet easterly measured at right angles from the west side of Janney Street, 80 feet wide; thence binding on said line so drawn southerly 40 feet to intersect the north side of said Eastern Avenue; thence binding on the north side of said Eastern Avenue South 87°-05′-30″ West 42 feet to intersect the west side of said Janney Street; thence binding on the west side of said Janney Street northerly 40 feet; thence by a line curving to the left with a 40 foot radius the distance of 63.03 feet, which arc is subtended by a chord bearing northwesterly 56.57 feet to intersect a line drawn parallel with and distant 80 feet northerly measured at right angles from the north side of said Eastern Avenue; thence binding on said last line so drawn South 87°-05′-30″ West 38 feet; thence by a line curving to the left with a 700 foot radius the distance of 107.5 feet, more or less, to intersect the east side of the Northern Central Railroad right of way, 66 feet wide (Iris Street); thence binding on the east side of said last mentioned right of way northerly 76 feet, more or less, to intersect a line drawn parallel with and distant 74 feet north-

erly measured at right angles from the tenth line of this description; thence reversing said line so drawn and binding thereon and along a line drawn parallel with and distant 74 feet northerly measured at right angles from the third line of this description the two following courses and distances, namely: by a line curving to the right with a 774 foot radius the distance of 107.5 feet, more or less, and North 87°-05′-30″ East 424 feet, more or less, to intersect the northwest side of the said Pennsylvania Railroad right of way; and thence binding on the northwest side of said last mentioned right of way southwesterly 167 feet, more or less, to the place of beginning.

Beginning for the Fourth at a point formed by the intersection of the west side of the Baltimore and Ohio Railroad right of way, as now laid out, and a line drawn parallel with and distant 80 feet northerly measured at right angles from the north side of Eastern Avenue, as now laid out; and running thence binding on said line so drawn South 87°-05′-30″ West 155 feet, more or less, to intersect the southeast side of the Pennsylvania Railroad right of way, as now laid out; thence binding on the southeast side of said last mentioned right of way northeasterly 80 feet, more or less, to intersect a line drawn parallel with and distant 74 feet northerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon North 87°-05′-30″ East 128 feet, more or less, to intersect the west side of said first mentioned right of way; and thence binding on the west side of said first mentioned right of way southerly 75 feet, more or less, to the place of beginning.

Beginning for the Fifth at a point formed by the intersection of the north side of Eastern

Avenue, as now laid out, and the west side of Macon Street, as now laid out, and running thence binding on the north side of said Eastern Avenue South 87°-05′-30″ West 150 feet to intersect the east side of Lehigh Street, as now laid out; thence binding on the east side of said Lehigh Street North 03°-00′-00″ West 48.76 feet; thence by a line curving to the left with a 542 foot radius the distance of 161.69 feet, which arc is subtended by a chord bearing North 81°-54′-23″ West 161.09 feet to intersect the east side of the Baltimore and Ohio Railroad right of way, as now laid out; thence binding on the east side of said right of way North 03°-00′-00″ West 75 feet, more or less, to intersect a line drawn parallel with and distant 74 feet northerly measured at right angles from the third line of this description; thence reversing said line so drawn and binding thereon by a line curving to the right with a 616 foot radius the distance of 162 feet, more or less, to intersect the east side of said Lehigh Street; thence binding on the east side of said Lehigh Street northerly 26 feet, more or less, to intersect the division line between houses Nos. 421 and 423 Lehigh Street; thence binding on said division line and continuing the same course in all easterly 80 feet to intersect the east side of a 10-foot alley there situate; thence binding on the east side of said 10-foot alley southerly 27.66 feet to intersect the division line between houses Nos. 424 and 426 Macon Street; thence southeasterly 25 feet to intersect the north side of a 10-foot alley there situate; thence binding on the north side of said last mentioned 10-foot alley North 87°-05′-30″ East 50 feet to intersect the west side of said Macon Street; and thence binding on the west side of said Macon Street South 03°-00′-00″ East 110 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue underpass as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-sixth day of November in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Eastern Avenue underpass and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 9, 1929.

WM. F. BROENING, *Mayor.*

No. 668.

An ordinance to authorize The Baltimore and Ohio Railroad Company to construct, maintain and operate a single railroad track across Johnson Street north of Winder Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That The Baltimore and Ohio Railroad Company be, and it is hereby authorized to construct, operate and maintain a single railroad track across Johnson Street, the center line of said track being described as follows:

Beginning for the same on the east side of Johnson Street at a point 85.00 feet north of the north side of Winder Street, and running thence in a southwesterly direction with a curve to the right with a radius of 602.62 feet the distance of 73.62 feet more or less to a point on the west side of Johnson Street 52.32 feet north of the north side of Winder Street. The track hereby authorized is shown on the attached blue print by the lines colored red.

SECTION 2. *And be it further ordained,* That the Mayor and City Council of Baltimore shall, at all times, have and retain the power and right to reasonably regulate, in the public interest, the exercise of the right herein granted, and that the said right shall be executed and enjoyed within six months after the grant, as provided by Section 37 of Article 4 of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," sub-title "Charter," and that the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years, and with the further right to said grantee, at a fair revaluation, including in such revaluation the value derived from said right, to renewals not

exceeding in the aggregate twenty-five years; that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of the said grantee, to be constructed by virtue of this ordinance, which shall be and become the property of the City of Baltimore, at its election, on its paying said grantee said valuation; the said payment to be a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this ordinance granted, the said revaluation and valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of the City of Baltimore and the other to be appointed by the grantee, its successors or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator, and the decision of a majority of said arbitrators shall be final and binding as to the revaluation and valuation aforesaid; provided, that if the said two arbitrators shall, after a reasonable time, fail to agree upon an umpire, then the Mayor shall appoint such umpire.

Section 3. *And be it further ordained,* That the right and power are hereby expressly reserved to the Mayor and City Council of Baltimore, at all times, to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof, and that non-compliance, at any time or times, by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall, at the option of the Mayor and City Council of Baltimore, operate as a forfeiture of the grant

hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 4. *And be it further ordained,* That the said grantee, its successors and assigns, shall, at its own expense, in laying down, from time to time, its said railroad tracks, on said streets, adjust its said tracks to the grades of said streets, as the same are now or may hereafter be established by law, and shall, at its own expense, keep the said tracks and the space between the rails of said tracks and for two feet on either side thereof in thorough repair, and shall at its own expense, keep the same free from snow or other obstruction, but without obstructing the other portions of said streets on either side of said tracks, and shall pay to the City of Baltimore, if and so often as said streets shall be paved or repaved by the Mayor and City Council of Baltimore, its officers and agents, or any other officers or agents duly authorized by law, the cost of paving or repaving the space between the rails of said tracks and for two feet on either side thereof.

SECTION 5. *And be it further ordained,* That the tracks hereby authorized shall be constructed and maintained under the supervision and to the entire satisfaction of the Highways Engineer of Baltimore City, and that the rails to be used in the construction and renewals thereof, from time to time, shall be of such character, size and weight as the said Highways Engineer shall determine. The grantee hereunder, its successors or assigns, shall, from time to time, at its or their own expense, change the

location of the tracks hereby authorized, whenever in the judgment of said Highways Engineer the public convenience may require it and he shall issue a written order therefor approved by the Board of Estimates of Baltimore City.

SECTION 6. *And be it further ordained,* That the compensation to be paid by the said The Baltimore and Ohio Railroad Company, its successors and assigns, for the franchise and rights hereby granted shall be the sum of One Dollar ($1.00) per lineal foot of single track per annum, payable in advance, during the continuance of said franchise and rights, the number of feet of track and the total amount of said annual compensation to be fixed by the Highways Engineer of Baltimore City upon the measurement by him of the actual number of lineal feet of track constructed, maintained or operated under the provisions of this ordinance; and the said The Baltimore and Ohio Railroad Company shall also pay all expenses of advertising this ordinance.

SECTION 7. *And be it further ordained,* That the said grantee, its successors and assigns, shall also pay to the Mayor and City Council of Baltimore, from time to time, within thirty days after written notice from the Highways Engineer of the amount or amounts due, the cost of any or all of the following work, in so far as the same becomes necessary from time to time by reason of, or in anywise resulting from the construction, maintenance, operation, presence, use, location, relocation, repair, alteration and removal of said tracks:

A. The relocating, altering, repairing, replacing, protecting, strengthening or encasing in

concrete of any or all subsurface structures belonging to the Mayor and City Council of Baltimore located in the streets and alleys occupied by said tracks;

B. The relocating, altering, replacing, repairing, protecting or strengthening of any or all paving, curbing and sidewalks and all other surface structures belonging to the Mayor and City Council of Baltimore located in said streets and alleys;

C. Such additional sewer inlet, inlets, and other drainage structures, with the necessary connecting pipe or pipes, as may be required for the purpose of proper drainage of said streets, alleys and tracks;

The judgment of the Highways Engineer of Baltimore City as to the necessity for any or all of the above-mentioned work, from time to time, to be final.

Section 8. *And be it further ordained,* That should the said grantee, its successors or assigns, remove any of the tracks hereby authorized, or upon any forfeiture of any or all of the rights and franchises hereby granted, or should the said grantee, its successors or assigns, abandon the use of any or all of said tracks, or upon the termination of the rights herein granted and election of the City of Baltimore not to take said plant and property, then in any of such events, from time to time, all the franchises and rights hereby granted shall cease and determine as to the tracks and franchises so affected, without any compensation to the said grantee, its successors or assigns, and the said grantee, its successors or assigns, shall promptly remove the tracks and appurtenances so affected, at its entire expense, if and when notified by the said

Highways Engineer so to do, and any such removal of tracks and appurtenances shall be done in whole or in part, from time to time, at the option of the City, acting through said Highways Engineer. And upon any and all such removals of tracks, the said grantee, its successors and assigns, shall promptly pave or repave, at their entire expense, the street beds, curbs and sidewalks of all streets and alleys disturbed by such removal of tracks, the said paving or repaving to be done with such materials and in such manner as may be designated by the said Highways Engineer, in each instance.

SECTION 9. *And be it further ordained,* That should the said grantee, its successors or assigns, fail, neglect or refuse to perform within a reasonable time any of the work herein required to be done by them, from time to time, then and in any and all such instances the said Mayor and City Council of Baltimore is hereby authorized to proceed to do said work and collect all costs and expenses thereof from said grantee, its successors and assigns.

SECTION 10. *And be it further ordained,* That the said The Baltimore and Ohio Railroad Company, its successors and assigns, shall be liable for and shall indemnity and save harmless the Mayor and City Council of Baltimore against any and all suit or suits, loss, claim, damage or expense to which said Mayor and City Council may from time to time be subjected by reason of, or in anywise resulting from the presence, construction, use, operation, maintenance, alteration, repair, location, relocation and removal of said railroad tracks, and especially from any failure or default on the part of the said

grantee, its successors and assigns, to perform in a proper and careful manner any of the acts, duties and obligations upon it or them by this ordinance imposed.

SECTION 11. *And be it further ordained,* That the said grantee, its successors or assigns, shall not stand a car or cars on the tracks hereby authorized.

SECTION 12. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 9, 1929.

WM. F. BROENING, *Mayor.*

No. 669.

An ordinance authorizing and directing the exchange between the Mayor and City Council of Baltimore and the Kolb's Baking Company of certain lots of ground in Baltimore City.

Whereas, The Kolb's Baking Company is the owner of a lot of ground in fee simple, situated in Baltimore City, fronting on Pennsylvania Avenue, north of North Avenue, and running along the north side of a Fifteen Foot Lane, which was condemned and closed in accordance with Ordinance No. 236, approved January 14th, 1928.

And Whereas, the Mayor and City Council of Baltimore is the owner in fee simple of the bed of the said Fifteen Foot Lane condemned and closed as aforesaid.

And Whereas, It has been found desirable for

the City to exchange the lot, which formerly constituted the bed of said Lane for a lot which will be taken from the rear of the Kolb's Baking Company's property aforesaid, so as to permit the City to extend a 10 foot alley in the rear of said property in a northerly direction into Traction Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that the Mayor of Baltimore City, be, and he is hereby authorized and directed:

1. For and in the name of the Mayor and City Council of Baltimore to execute and deliver to the said Kolb's Baking Company, with the approval of the Commissioners of Finance, who after they approve, indicate such approval as provided by law, a good and sufficient deed conveying to the said Kolb's Baking Company, its successors and assigns, the lot of ground being the bed of said Fifteen Foot Lane as condemned and closed, and described as follows:

Beginning for the same at a point formed by the intersection of the northeast side of Pennsylvania Avenue and the Northwest side of a 15 foot Lane, said point of beginning being distant 401.75 feet southeasterly from the point formed by the intersection of the southeast side of Retreat Street, as now laid out, and the northeast side of said Pennsylvania Avenue; and running thence binding on the northwest side of said 15 foot Lane northeasterly 211.33 feet, more or less, to intersect the southwest side of a 10 foot alley there situate; thence binding on the southwest side of said 10 foot alley southeasterly 15 feet to intersect the southeast side of said 15 foot Lane; thence binding on the southeast side of said 15 foot Lane

southwesterly 211.33 feet, more or less, to intersect the northeast side of said Pennsylvania Avenue; and thence binding on the northeast side of said Pennsylvania Avenue northwesterly 15 feet to the place of beginning.

2. For and on behalf of the Mayor and City Council of Baltimore to accept from the said Kolb's Baking Company, in exchange for the deed to be delivered to the said Kolb's Baking Company as herein provided, a deed conveying to the said Mayor and City Council of Baltimore, in fee simple, the lot of ground situated in the rear of Kolb's Baking Company's lot on Pennsylvania Avenue, which will permit the extension of the 10 foot alley hereinbefore mentioned, north to Traction Street.

SECTION 2. *Be it further ordained,* That no deed shall be either delivered or accepted by the said Mayor of Baltimore City in accordance with the aforegoing provisions of this ordinance until the said deed shall be approved by the City Solicitor, and until the title to the property to be conveyed to the Mayor and City Council of Baltimore shall be certified by the City Solicitor as good and marketable and free from any liens and encumbrances.

Approved March 9, 1929.

WM. F. BROENING, *Mayor.*

No. 670.

An ordinance granting permission to Caroline E. Perot to establish, conduct and operate a hospital on the premises known as 4804 Park Heights Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be

and the same is hereby granted to Caroline E. Perot to establish, conduct and operate a hospital on the premises known as 4804 Park Heights Avenue.

SECTION 2. *And be it further ordained,* That the said hospital shall be conducted and operated in accordance with the Ordinances of the Mayor and City Council of Baltimore and the Laws of Maryland.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 9, 1929.

WM. F. BROENING, *Mayor.*

No. 671.

An ordinance granting permission to Geo. Robinson to erect a metal garage in the rear of his premises 4112 Forest Park Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Geo. Robinson to erect a metal garage 8 ft. wide and 16 ft. long in the rear of his premises, 4112 Forest Park Avenue; the said garage to be within 2 ft. of a brick and frame kitchenette, to have no openings in rear, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, provided, however, that the frame overhang shall be fireproofed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 9, 1929.

WM. F. BROENING, *Mayor.*

No. 672.

An ordinance granting permission to Emil Marasik to erect a metal garage in the rear of his premises 701 N. Streeper Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Emil Marasik to erect a metal garage 12 ft. wide and 16 ft. long in the rear of his premises, 701 N. Streeper Street; provided, the overhang is fireproofed and there are no openings in the rear of the garage; the said garage to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 9, 1929.

WM. F. BROENING, *Mayor.*

No. 673.

An ordinance to amend Ordinance No. 97, approved April 23, 1912, by providing that the Baltimore and Ohio Railroad Company may relocate the southeast end of the curved track running from Eutaw Street into Barre Street, as authorized by that ordinance; and to authorize the Baltimore and Ohio Railroad Company to construct, maintain and operate a single track beginning at a point in the said relocated track south of Barre Street and extending northwardly along the west side of South Eutaw Street to a point ninety-one feet north of the north building line of Wayne Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Baltimore and Ohio Railroad Company be, and it is hereby authorized to relocate the southeast end of the track constructed by it under the terms of Ordinance No. 97, approved April 23, 1912, the center line of said relocated track being described as follows:

Beginning for the same in the center of the track now constructed and maintained under the terms of Ordinance No. 201, approved April 27, 1899, at a point one hundred and two feet south of the south building line of Barre Street, and running thence for the center line of the track hereby authorized in a northerly direction by a curve to the left with a radius of two hundred feet the distance of one hundred and twenty-five feet; thence by a curve to the left with a radius of one hundred feet the distance of ninety-two feet to connect with the track now constructed and maintained by The Baltimore and Ohio Railroad Company under the terms and provisions of said Ordinance No. 97, approved April 23, 1912; the portion of said track constructed under the terms of said Ordinance No. 97, approved April 23, 1912, which extends westwardly from said point of intersection shall be main-

tained as now constructed. The said relocated track being shown on the attached blueprint by the lines colored yellow. The Baltimore and Ohio Railroad Company shall immediately upon the construction of the relocated track, remove from the beds of South Eutaw Street and Barre Street, such portion of the track constructed under the terms of said Ordinance No. 97, approved April 23, 1912, as shall be rendered useless by the construction of the said relocated track hereinabove described. The portion of the track to be removed being shown on the attached blueprint by the lines colored green. The said railroad company shall repair and repave the beds of South Eutaw Street and Barre Street where said track is removed. The said, The Baltimore and Ohio Railroad Company is hereby further authorized to construct, maintain and operate a single railroad track in the bed of South Eutaw Street, the center line of which is described as follows:

Beginning for the same at a point forty-six feet south of the south building line of Barre Street in the center of the relocated curved track hereinabove described, and running thence in a northerly direction the distance of sixty-eight feet to a point which is fifteen feet east of the west building line of Eutaw Street and twenty-one feet north of the south building line of Barre Street, and running thence from said point by a curve to the right with a radius of two hundred feet the distance of fifty-three feet; thence by a straight line northerly parallel to the curb line of Eutaw Street, and nine feet seven inches westerly therefrom the distance of two hundred and fifty-eight feet to a point ninety-one feet north of the north building line of Wayne Street.

The track hereby authorized being shown on the attached blueprint by the lines colored red.

SECTION 2. *And be it further ordained,* That the Mayor and City Council of Baltimore shall, at all times, have and retain the power and right to reasonably regulate, in the public interest, the exercise of the right herein granted, and that the said right shall be executed and enjoyed within six months after the grant, as provided by Section 37 of Article 4 of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," sub-title "Charter," and that the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years, and with the further right to said grantee, at a fair revaluation, including in such revaluation the value derived from said right, to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of the said grantee, to be constructed by virtue of this ordinance, which shall be and become the property of the City of Baltimore, at its election, on its paying said grantee said valuation; the said payment to be a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this ordinance granted, the said revaluation and valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of the City of Baltimore and the other to be appointed by the grantee, its successors or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator, and the decision of a majority of said arbitrators shall be final and binding as to the

revaluation and valuation aforesaid; provided, that if the said two arbitrators shall, after a reasonable time, fail to agree upon an umpire, then the Mayor shall appoint such umpire.

SECTION 3. *And be it further ordained,* That the right and power are hereby expressly reserved to the Mayor and City Council of Baltimore, at all times, to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof, and that non-compliance, at any time or times, by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall, at the option of the Mayor and City Council of Baltimore, operate as a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 4. *And be it further ordained,* That the said grantee, its successors and assigns, shall, at its own expense, in laying down, from time to time, its said railroad tracks, on said streets, adjust its said tracks to the grades of said streets, as the same are now or may hereafter be established by law, and shall, at its own expense, keep the said tracks and the space between the rails of said tracks and for two feet on either side thereof in thorough repair, and shall at its own expense, keep the same free from snow or other obstruction, but without obstructing the other portions of said streets on either side of said tracks, and shall pay to the City of Baltimore, if and so often as said streets

shall be paved or repaved by the Mayor and City Council of Baltimore, its officers and agents, or any other officers or agents duly authorized by law, the cost of paving or repaving the space between the rails of said tracks and for two feet on either side thereof.

SECTION 5. *And be it further ordained,* That the tracks hereby authorized shall be constructed and maintained under the supervision and to the entire satisfaction of the Highways Engineer of Baltimore City, and that the rails to be used in the construction and renewals thereof, from time to time, shall be of such character, size and weight as the said Highways Engineer shall determine. The grantee hereunder, its successors or assigns, shall, from time to time, at its or their own expense, change the location of the tracks hereby authorized, whenever in the judgment of said Highways Engineer the public convenience may require it and he shall issue a written order therefor approved by the Board of Estimates of Baltimore City.

SECTION 6. *And be it further ordained,* That, in consideration of the right herein granted, The Baltimore and Ohio Railroad Company shall pay the sum of two dollars per lineal foot per annum for the portion of said track, between the north side of Barre Street and the south side of Wayne Street, and the portion between the north side of Wayne Street and the northern terminus of said track to be constructed on the west side of South Eutaw Street, and said company shall pay the sum of one dollar per lineal foot per annum for the remaining portion of the track to be constructed under

the terms of this Ordinance, and also for the portion of the track constructed under the authority granted by Ordinance No. 97, approved April 23, 1912, on Barre Street, which shall not be removed by the said Railroad Company as herein provided; said amounts shall be payable in advance during the continuance of the said franchise and rights, the number of feet of track and the total amount of said annual compensation to be fixed by the Highways Engineer of Baltimore City, upon the measurement by him of the actual number of lineal feet of track constructed, maintained, or operated under the provisions of this Ordinance, and the said The Baltimore and Ohio Railroad Company shall also pay all expenses of advertising this Ordinance. Upon the payments above provided, the said railroad company shall be relieved of the obligation to make the annual payments of $55.00 per annum, provided for in said Ordinance No. 97, approved April 23, 1912; provided, however, that all charges accrued up to the date of approval of this Ordinance have been duly paid and satisfied.

Section 7. *And be it further ordained,* That the said grantee, its successors and assigns, shall also pay to the Mayor and City Council of Baltimore, from time to time, within thirty days after written notice from the Highways Engineer of the amount or amounts due, the cost of any or all of the following work, in so far as the same becomes necessary from time to time by reason of, or in anywise resulting from the construction, maintenance, operation, presence, use, location, relocation, repair, alteration and removal of said tracks:

A. The relocating, altering, repairing, replacing, protecting, strengthening or encasing in concrete of any or all subsurface structures belonging to the Mayor and City Council of Baltimore located in the streets and alleys occupied by said tracks;

B. The relocating, altering, replacing, repairing, protecting or strengthening of any or all paving, curbing and sidewalks and all other surface structures belonging to the Mayor and City Council of Baltimore located in said streets and alleys;

C. Such additional sewer inlet, inlets, and other drainage structures, with the necessary connecting pipe or pipes, as may be required for the purpose of proper drainage of said streets, alleys and tracks;

The judgment of the Highways Engineer of Baltimore City as to the necessity for any or all of the above-mentioned work, from time to time, to be final.

Section 8. *And be it further ordained,* That should the said grantee, its successors or assigns, remove any of the tracks hereby authorized, or upon any forfeiture of any or all of the rights and franchises hereby granted, or should the said grantee, its successors or assigns, abandon the use of any or all of said tracks, or upon the termination of the rights herein granted and election of the City of Baltimore not to take said plant and property, then in any of such events, from time to time, all the franchises and rights hereby granted shall cease and determine as to the tracks and franchises so affected, without any compensation to the said grantee, its successors or assigns, and the said grantee, its

successors or assigns, shall promptly remove the tracks and appurtenances so affected, at its entire expense, if and when notified by the said Highways Engineer so to do, and any such removal of tracks and appurtenances shall be done in whole or in part, from time to time, at the option of the City, acting through said Highways Engineer. And upon any and all such removals of tracks, the said grantee, its successors and assigns, shall promptly pave or repave, at their entire expense, the street beds, curbs and sidewalks of all streets and alleys disturbed by such removal of tracks, the said paving or repaving to be done with such materials and in such manner as may be designated by the said Highways Engineer, in each instance.

Section 9. *And be it further ordained,* That should the said grantee, its successors or assigns, fail, neglect or refuse to perform within a reasonable time any of the work herein required to be done by them, from time to time, then and in any and all such instances the said Mayor and City Council of Baltimore is hereby authorized to proceed to do said work and collect all costs and expenses thereof from said grantee, its successors and assigns.

Section 10. *And be it further ordained,* That the said The Baltimore and Ohio Railroad Company, its successors and assigns, shall be liable for and shall indemnity and save harmless the Mayor and City Council of Baltimore against any and all suit or suits, loss, claim, damage or expense to which said Mayor and City Council may from time to time be subjected by reason of, or in anywise resulting from the presence, construction, use, operation, maintenance, al-

teration, repair, location, relocation and removal of said railroad tracks, and especially from any failure or default on the part of the said grantee, its successors and assigns, to perform in a proper and careful manner any of the acts, duties and obligations upon it or them by this ordinance imposed.

SECTION 11. *And be it further ordained,* That the said grantee, its successors and assigns shall continue to have the right to stand cars on the track constructed under Ordinance No. 97, approved April 23, 1912, in Barre Street, as provided by Section 9 of said Ordinance, and that it shall be permitted to stand cars for loading and unloading on that portion of the track to be constructed on the west side of South Eutaw Street between the points where said track is intersected by the extension easterly of the north side of Barre Street, and the south side of Wayne Street, and the north side of Wayne Street and the termination of said track ninety-one feet north thereof, and on the remaining portion of said tracks authorized by this Ordinance the said grantee, its successors and assigns shall not stand a car or cars.

SECTION 12. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 9, 1929.

WM. F. BROENING, *Mayor.*

No. 674.

An ordinance to authorize The Baltimore and Ohio Railroad Company to construct, maintain and operate a single railroad track across Lowman Street from a point on the west side of Lowman Street north of Beason Street, and thence southerly in Lowman Street and across Beason Street to a point on the south side of Beason Street east of Lowman Street. And to further authorize The Baltimore and Ohio Railroad Company to construct a track across Marriott Street west of Decatur Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That The Baltimore and Ohio Railroad Company be, and it is hereby authorized to construct, operate and maintain a single railroad track across Lowman and Beason Streets, the center line of said track being described as follows:

Beginning for the same at a point on the west side of Lowman Street 95 feet north of the north side of Beason Street and running thence southerly in the bed of Lowman Street 97 feet to a point on the north line of Beason Street, 22 feet east of the west side of Lowman Street, and running thence southerly across Beason Street by a curve to the right with a radius of 383.07 feet the distance of 68 feet to intersect the south side of Beason Street 6 feet east of the east side of Lowman Street.

And The Baltimore and Ohio Railroad Company is further authorized to construct, operate and maintain a single track across Marriott Street, the center line of said track being described as follows:

Beginning for the same on the north side of Marriott Street at a point 270 feet west of the west side of Decatur Street, and running thence south by a curve to the left with a radius of 382.04 feet the distance of 76 feet to a point on the south side of Marriott Street 268 feet west of the west side of Decatur Street.

The track hereby authorized is shown on the attached plat by the lines colored red.

SECTION 2. *And be it further ordained,* That the Mayor and City Council of Baltimore shall, at all times, have and retain the power and right to reasonably regulate, in the public interest, the exercise of the right herein granted, and that the said right shall be executed and enjoyed within six months after the grant, as provided by Section 37 of Article 4 of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," sub-title "Charter," and that the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years, and with the further right to said grantee, at a fair revaluation, including in such revaluation the value derived from said right, to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of the said grantee, to be constructed by virtue of this ordinance, which shall be and become the property of the City of Baltimore, at its election, on its paying said grantee said valuation; the said payment to be a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this ordinance granted, the said revaluation and valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of the City of Baltimore and the other to be appointed by the grantee, its successors or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator, and the decision of a majority of said arbitrators shall be final and binding as to the

revaluation and valuation aforesaid; provided, that if the said two arbitrators shall, after a reasonable time, fail to agree upon an umpire, then the Mayor shall appoint such umpire.

SECTION 3. *And be it further ordained,* That the right and power are hereby expressly reserved to the Mayor and City Council of Baltimore, at all times, to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof, and that non-compliance, at any time or times, by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall, at the option of the Mayor and City Council of Baltimore, operate as a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 4. *And be it further ordained,* That the said grantee, its successors and assigns, shall, at its own expense, in laying down, from time to time, its said railroad tracks, on said streets, adjust its said tracks to the grades of said streets, as the same are now or may hereafter be established by law, and shall, at its own expense, keep the said tracks and the space between the rails of said tracks and for two feet on either side thereof in thorough repair, and shall at its own expense, keep the same free from snow or other obstruction, but without obstructing the other portions of said streets on either side of said tracks, and shall pay to the City of Baltimore, if and so often as said streets

shall be paved or repaved by the Mayor and City Council of Baltimore, its officers and agents, or any other officers or agents duly authorized by law, the cost of paving or repaving the space between the rails of said tracks and for two feet on either side thereof.

SECTION 5. *And be it further ordained,* That the tracks hereby authorized shall be constructed and maintained under the supervision and to the entire satisfaction of the Highways Engineer of Baltimore City, and that the rails to be used in the construction and renewals thereof, from time to time, shall be of such character, size and weight as the said Highways Engineer shall determine. The grantee hereunder, its successors or assigns, shall, from time to time, at its or their own expense, change the location of the tracks hereby authorized, whenever in the judgment of said Highways Engineer the public convenience may require it and he shall issue a written order therefor approved by the Board of Estimates of Baltimore City.

SECTION 6. *And be it further ordained,* That the compensation to be paid by the said The Baltimore and Ohio Railroad Company, its successors and assigns, for the franchise and rights hereby granted shall be the sum of One Dollar ($1.00) per lineal foot of single track per annum, payable in advance, during the continuance of said franchise and rights, the number of feet of track and the total amount of said annual compensation to be fixed by the Highways Engineer of Baltimore City upon the measurement by him of the actual number of lineal feet of track constructed, maintained or operated under the provisions of this ordinance;

and the said The Baltimore and Ohio Railroad Company shall also pay all expenses of advertising this ordinance.

SECTION 7. *And be it further ordained,* That the said grantee, its successors and assigns, shall also pay to the Mayor and City Council of Baltimore, from time to time, within thirty days after written notice from the Highways Engineer of the amount or amounts due, the cost of any or all of the following work, in so far as the same becomes necessary from time to time by reason of, or in anywise resulting from the construction, maintenance, operation, presence, use, location, relocation, repair, alteration and removal of said tracks:

A. The relocating, altering, repairing, replacing, protecting, strengthening or encasing in concrete of any or all subsurface structures belonging to the Mayor and City Council of Baltimore located in the streets and alleys occupied by said tracks;

B. The relocating, altering, replacing, repairing, protecting or strengthening of any or all paving, curbing and sidewalks and all other surface structures belonging to the Mayor and City Council of Baltimore located in said streets and alleys;

C. Such additional sewer inlet, inlets, and other drainage structures, with the necessary connecting pipe or pipes, as may be required for the purpose of proper drainage of said streets, alleys and tracks;

The judgment of the Highways Engineer of Baltimore City as to the necessity for any or all of the above-mentioned work, from time to time, to be final.

SECTION 8. *And be it further ordained,* That should the said grantee, its successors or assigns, remove any of the tracks hereby authorized, or upon any forfeiture of any or all of the rights and franchises hereby granted, or should the said grantee, its successors or assigns, abandon the use of any or all of said tracks, or upon the termination of the rights herein granted and election of the City of Baltimore not to take said plant and property, then in any of such events, from time to time, all the franchises and rights hereby granted shall cease and determine as to the tracks and franchises so affected, without any compensation to the said grantee, its successors or assigns, and the said grantee, its successors or assigns, shall promptly remove the tracks and appurtenances so affected, at its entire expense, if and when notified by the said Highways Engineer so to do, and any such removal of tracks and appurtenances shall be done in whole or in part, from time to time, at the option of the City, acting through said Highways Engineer. And upon any and all such removals of tracks, the said grantee, its successors and assigns, shall promptly pave or repave, at their entire expense, the street beds, curbs and sidewalks of all streets and alleys disturbed by such removal of tracks, the said paving or repaving to be done with such materials and in such manner as may be designated by the said Highways Engineer, in each instance.

SECTION 9. *And be it further ordained,* That should the said grantee, its successors or assigns, fail, neglect or refuse to perform within a reasonable time any of the work herein required to be done by them, from time to time, then and in any and all such instances the said

Mayor and City Council of Baltimore is hereby authorized to proceed to do said work and collect all costs and expenses thereof from said grantee, its successors and assigns.

SECTION 10. *And be it further ordained,* That the said The Baltimore and Ohio Railroad Company, its successors and assigns, shall be liable for and shall indemnity and save harmless the Mayor and City Council of Baltimore against any and all suit or suits, loss, claim, damage or expense to which said Mayor and City Council may from time to time be subjected by reason of, or in anywise resulting from the presence, construction, use, operation, maintenance, alteration, repair, location, relocation and removal of said railroad tracks, and especially from any failure or default on the part of the said grantee, its successors and assigns, to perform in a proper and careful manner any of the acts, duties and obligations upon it or them by this ordinance imposed.

SECTION 11. *And be it further ordained,* That the said grantee, its successors or assigns, shall not stand a car or cars on the tracks hereby authorized.

SECTION 12. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 9, 1929.

WM. F. BROENING, *Mayor.*

No. 675.

An ordinance granting permission to Henry Frederick to erect a metal garage in the rear of his premises, 2513 W. Fairmount Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Henry Frederick to erect a metal garage 10 ft. wide and 14 ft. long in the rear of his premises, 2513 W. Fairmount Avenue; provided the open frame porch is lined with fireproof material and there are no openings in the sides or rear of the garage and the garage erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 9, 1929.

WM. F. BROENING, *Mayor.*

No. 676.

An ordinance granting permission to Geo. B. Jordan to erect a metal garage in the rear of his premises, 3403 E. Fairmount Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Geo. B. Jordan to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises, 3403 E. Fair-

mount Avenue; the said garage to be within 4½ ft. of a frame kitchen and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 9, 1929.

WM. F. BROENING, *Mayor.*

No. 677.

An ordinance to amend Sheet No. 1 of the Area District Map accompanying Ordinance No. 922, approved May 19, 1923, known as the Zoning Ordinance, by changing from the C Area District to the E Area District certain properties lying along Edmondson Avenue, Swan Avenue and Old Frederick Road, as outlined in red on the accompanying plat, which plat is made part of this ordinance.

SECTION 1. *Be it ordained by the Mayor and and City Council of Baltimore,* That Sheet No. 1 of the Area District Map accompanying Ordinance No. 922, approved May 19, 1923, known as the Zoning Ordinance, be and the same is hereby amended by changing from the C Area District to the E Area District certain properties lying along Edmondson Avenue, Swan Avenue and Old Frederick Road, as shown outlined in red on the plat accompanying this ordinance and made part of this ordinance.

SECTION 2. *And be it further ordained,* That upon the passage of this ordinance by the City

Council as evidence of the authenticity of the plat which is a part hereof, the said plat shall be signed by the President of the City Council and upon approval of the ordinance by the Mayor, said plat shall be signed by the Mayor of the City of Baltimore.

SECTION 3. *And be it further ordained,* That this ordinance and the plat which is a part hereof shall take effect from the date of its passage.

Approved March 12, 1929.

WM. F. BROENING, *Mayor.*

No. 677½.

An ordinance to amend Sheet No. 1 of the Area District Maps accompanying Ordinance No. 922, approved May 19, 1923, by changing from the E Area District to the D Area District the southwest side of Chesterfield Avenue northwest of Cardenas Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Sheet No. 1 of the Area District Maps accompanying Ordinance No. 922, approved May 19, 1923, and known as the Zoning Ordinance, be and it is hereby amended by changing from the E Area District to the D Area District all that lot of ground which abuts on the southwest side of Chesterfield Avenue, northwest of Cardenas Avenue and more particularly described as follows:

Beginning for the same on the southwest side of Chesterfield Avenue as now laid out at a point distant five hundred eighty feet six and five-eighths inches (580′ 6 5/8″) northwesterly

from the intersection of the southwest side of Chesterfield Avenue and the northwest side of Cardenas Avenue said point of beginning being at the intersection of the southwest side of Chesterfield Avenue with the northwest side of a twenty foot alley there laid out and running thence northwesterly binding on the southwest side of Chesterfield Avenue as now laid out a distance of five hundred forty feet (540′), thence southwesterly by a line at right angles to Chesterfield Avenue one hundred thirty-six feet (136′), thence southeasterly by a line parallel with Chesterfield Avenue five hundred forty feet (540′) more or less to the northwest side of the twenty foot alley hereinabove mentioned and running thence northeasterly binding on the north west side of said twenty foot alley one hundred thirty-six feet (136′) more or less to the place of beginning.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 13, 1929.

WM. F. BROENING, *Mayor.*

No. 678.

An ordinance to grant permission to Conrad Hagen to erect an individual garage in the rear of his premises, 818 S. Highland Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Conrad Hagen to erect, in the rear of his premises 818

S. Highland Avenue, a private garage for two cars; the said garage to be of concrete block construction, to be two stories high and, together with the existing buildings, to cover 87% of the lot, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City. Provided, however, that there are no openings in the north and west walls and that the second floor be used for the storage of plumbing materials only.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 15, 1929.

WM. F. BROENING, *Mayor.*

No. 679.

An ordinance granting permission to Harry Clayton to erect a metal garage in the rear of his premises, 2532 Orleans Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Harry Clayton to erect a metal garage 10 ft. wide and 14 ft. long in the rear of his premises 2532 Orleans Street; the said garage to have no opening in sides or rear, to be within 4 ft. of a frame kitchenette which is to be enclosed with corrugated iron or sheet metal, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 15, 1929.

WM. F. BROENING, *Mayor.*

No. 680.

An ordinance to waive the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within 300 feet of a school, in so far as said ordinance applies to the premises of Chas. Neubert, in the rear of the 2100 Block of Clifton and Windsor Avenues, between Pulaski and Smallwood Streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15 of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within 300 feet of a school, be and they are hereby waived in so far as said provisions apply to the erection of 44 individual brick garages on the premises of Chas. Neubert, in the rear of the 2100 block of Clifton and Windsor Avenues, between Pulaski and Smallwood streets.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 20, 1929.

WM. F. BROENING, *Mayor.*

No. 681

An ordinance granting permission to Mrs. Anna Wedin to erect a metal garage in the rear of her premises 337 S. Bouldin Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Mrs. Anna Wedin to erect a metal garage 8x10x9 ft. in the rear of her premises 337 S. Bouldin Street; the said garage to be within 5 ft. of a frame structure to have no openings in west and north walls, to be at least 5 ft. from metal covered toilet, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 23, 1929.

WM. F. BROENING, *Mayor.*

No. 682.

An ordinance to authorize the Western Maryland Railway Company to construct, maintain and operate a railroad track beginning at the intersection of the center line of said track with the westerly curb line of Exeter Street at a point about 36 feet along said curb from the northeasterly corner of the Western Maryland Railway Company storehouse on Exeter Street, and running thence southeastwardly across Exeter Street by a curve to the left with a radius of 287.9 feet, a distance of 6 feet, more or less; thence southeastwardly by a curve to the right with a radius of 287.9 feet, a distance of 157.5 feet, more or less, to a point 8 feet from the easterly building line of Exeter Street; thence southwardly parallel to and distant 8 feet from the said easterly building line of Exeter Street, a distance of 59.3 feet, more or less, to the end of said track.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Western

Maryland Railway Company be and it is hereby authorized to construct, maintain and operate a railroad track across Exeter Street, the center line of said track being described as follows:

Beginning at the intersection of the center line of said track with the westerly curbline of Exeter Street at a point 36 feet along said curb from the northeasterly corner of the Western Maryland Railway Company storehouse on Exeter Street, and running thence southeastwardly across Exeter Street by a curve to the left with a radius of 287.9 feet, a distance of 6 feet, more or less; thence southeastwardly by a curve to the right with a radius of 287.9 feet, a distance of 157.5 feet, more or less, to a point 8 feet from the easterly building line of Exeter Street; thence southwardly parallel to and distant 8 feet from the said easterly building line of Exeter Street, a distance of 59.3 feet, more or less, to the end of said track.

The track authorized by this ordinance is shown by the lines colored red on the plat hereto annexed, which is made a part of this ordinance.

Section 2. *And be it further ordained,* That the Mayor and City Council of Baltimore shall, at all times, have and retain the power and right to reasonably regulate, in the public interest, the exercise of the right herein granted, and that the said right shall be executed and enjoyed within six months after the grant, as provided by Section 37 of Article 4 of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," sub-title "Charter," and that the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years, and with the further right to said grantee, at a fair revaluation, including in such revaluation the

value derived from said right, to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of the said grantee, to be constructed by virtue of this ordinance, which shall be and become the property of the City of Baltimore, at its election, on its paying said grantee said valuation; the said payment to be a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this ordinance granted, the said revaluation and valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of the City of Baltimore and the other to be appointed by the grantee, its representatives or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator and the decision of a majority of said arbitrators shall be final and binding as to the revaluation and valuation aforesaid; provided, that if the said two arbitrators shall, after a reasonable time, fail to agree upon an umpire, then the Mayor shall appoint such umpire.

Section 3. *And be it further ordained,* That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof, and that in the event of the said grantee, its successors or assigns, refusing, neglecting or failing to comply with any of the terms or conditions upon which the said franchise or right are hereby granted, said franchise or right shall be and become wholly null and void.

Section 4. *And be it further ordained,* That the said grantee, its successors and assigns, shall, at its own expense, in laying down, from time to time, its said railroad track on said street, adjust its said track to the grade of such street, as the same is now or may hereafter be established by law, and shall at its own expense keep the space between the rails of said track and for two feet on either side thereof in thorough repair, and shall at its own expense keep the same free from snow or other obstruction, but without obstructing the other portion of said street on either side of said track, and shall pay to the city if and so often as said street shall be paved or repaved by the Mayor and City Council of Baltimore, its officers and agents, or any other officers or agents duly authorized by law, the cost of paving or repaving the space between the rails of said track and for two feet on either side thereof.

The said Western Maryland Railway Company shall also pay to the City within thirty days after written notice from the Highways Engineer of the amount due, the cost of relocating, strengthening or encasing in concrete, all subsurface structures belonging to the Mayor and City Council of Baltimore, located in the street beneath the space between the rails of said track and for two feet on either side thereof, and shall also pay to the City, within thirty days after written notice from the Highways Engineer of the amount due, the cost of relocating any surface structures belonging to the City made necessary by the construction, presence, use and maintenance of said track, the judgment of the Highways Engineer as to the work necessary to safeguard said subsurface structures and as to the necessity of relocating any

surface structures to be final; and the said Western Maryland Railway Company shall also pay to the City within thirty days after written notice from the Highways Engineer of the amount due, the cost of such additional sewer inlet or inlets with the necessary connecting pipe or pipes, as in the judgment of the Highways Engineer are required for the purpose of proper drainage as the result of the construction of said tracks.

SECTION 5. *And be it further ordained,* That the compensation to be paid by the Western Maryland Railway Company for the franchise and rights hereby granted shall be the sum of Two Dollars ($2.00) per lineal foot of single track per annum, payable in advance, the number of feet and the total amount of the compensation to be fixed by the Highways Engineer after the measurement by him of the actual number of feet of track laid under the provisions of this ordinance, and all expenses of advertising.

SECTION 6. *And be it further ordained,* That non-compliance at any time or times by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall operate as a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 7. *And be it further ordained,* That if at any time the track of the Western Maryland Railway Company shall be removed, or if the track hereby authorized shall be acquired

by the City of Baltimore for the purpose of establishing a municipal trackage system, or for any other purposes of the municipality, then this ordinance shall be void, and all the franchises and rights hereby granted shall cease and determine without compensation to the grantee, its successors or assigns.

SECTION 8. *And be it further ordained,* That the track hereby authorized shall be constructed under the supervision of and to the entire satisfaction of the Highways Engineer, and that the rails to be used in the said construction and renewals thereof, from time to time, shall be of such character as the Highways Engineer shall determine. The grantee hereunder shall, from time to time, change the location of the track hereby authorized to be constructed whenever in the judgment of the Highways Engineer the public convenience may require it, and he shall issue a written order therefor approved by the Board of Estimates.

SECTION 9. *And be it further ordained,* That the Western Maryland Railway Company shall be permitted to stand a car or cars on the track hereby authorized to be constructed, provided, however, that any and every right hereby granted to stand any car or cars on the track hereby authorized to be constructed shall be revocable by the Board of Estimates of Baltimore at any time hereafter when in its judgment the public welfare or convenience may so require.

SECTION 10. *And be it further ordained,* That the said Western Maryland Railway Company, its successors and assigns, shall be liable for and shall indemnify and save harmless the

Mayor and City Council of Baltimore against any and all suit or suits, loss, claim, damage or expense to which said Mayor and City Council may from time to time be subjected by reason of, or in anywise resulting from, the presence, construction, use, operation, maintenance, alteration, repair, location, relocation and removal of said railroad tracks, and especially from any failure or default on the part of said grantee, its successors and assigns, to perform in a proper and careful manner any of the acts, duties and obligations upon it or them by this ordinance imposed.

SECTION 11. *And be it further ordained,* That Ordinance No. 301, approved December 19, 1924, and Ordinance No. 339, approved February 25, 1925, be and the same are hereby repealed.

SECTION 12. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 23, 1929.

WM. F. BROENING, *Mayor.*

No. 683.

An ordinance granting permission to Walter Boguski to erect a one-story brick kitchen in the rear of his premises 1006 S. East Avenue and a one-story frame porch on top of said kitchen, the said kitchen, together with the existing building, to cover approximately 76% of the area of the premises.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be

and the same is hereby granted to Walter Boguski to erect a one-story brick kitchen 13 ft. wide and 12 ft. deep in the rear of his premises 1006 S. East Avenue, and to erect a frame open porch 10 ft. wide and 5 ft. deep on top of said kitchen, provided fireproof material is used on the party lines in the construction of the porch, the said kitchen, together with the existing building, to cover approximately 76% of the area of the premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 23, 1929.

WM. F. BROENING, *Mayor.*

No. 684.

An ordinance to change the name of Tudor Hall Avenue beginning at 37th Street and running thence northerly and northeasterly to University Parkway, the new name of said Tudor Hall Avenue to be Tudor Arms Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Tudor Hall Avenue beginning at 37th Street and running thence north and northeasterly to University Parkway, be and it is hereby changed and that said Tudor Hall Avenue shall hereafter be known as Tudor Arms Avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 23, 1929.

WM. F. BROENING, *Mayor.*

No. 685.

An ordinance authorizing the Associated Jewish Charities of Baltimore to install one passenger elevator in its Hospital addition for Infirm Patients, to be erected on its premises at the northwest corner of Green Spring and Belvidere Avenues, Baltimore, Maryland.

Whereas, Elevators in hospitals are required to be larger than really necessary for passengers, in order to accommodate beds and stretchers for patients; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to the Associated Jewish Charities to install one passenger elevator in its Hospital addition for Infirm Patients, to be erected on its premises at the northwest corner of Green Spring and Belvidere Avenues, Baltimore, Maryland; said elevator to be 6 ft. 4 in. x 8 ft. 2 in. and to have a carrying capacity of 3000 lbs.; but in all other respects the said elevator shall be installed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, and particularly in accordance with Ordinance No. 472, approved July 28, 1925 (Art. 3, Secs. 59-89, Baltimore City Code, 1927 Edition), and all amendments thereto.

SECTION 2. *And be it further ordained,* That this Ordinance shall take effect from the date of its passage.

Approved March 23, 1929.

WM. F. BROENING, *Mayor.*

No. 686.

An ordinance to repeal and reordain with amendments Section 74 of Article 4 of the 1927 Baltimore City Code (formerly Section 54 of Article 4 of the 1906 City Code), as said section was amended by Ordinance 532, approved July 19, 1928, exempting the Hollins Market from the provisions of said section except on market days.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Section 74 of Article 4 of the 1927 Baltimore City Code (formerly Section 54 of Article 4 of the 1906 City Code), as said section was amended by Ordinance 532, approved July 19, 1928, be and it is hereby repealed and reordained with amendments, to read as follows:

74. Markets. No vehicle shall be permitted to stand for a longer period than two hours continuously on any street adjoining or abutting on any of the City markets or on any street within the limits of any City market, between the hours of eight (8.00) A. M. and six (6.00) P. M., on any day except Sundays. Provided, however, that nothing in this section shall apply to Hollins Market except on market days and that this section shall not apply to owners of vehicles who are authorized to sell produce or any other commodity direct from their vehicles; provided,

further, that nothing in this section shall apply to any adjoining or abutting street for a distance of more than two City blocks beyond the legal limits of any City market, nor shall anything in this section, or in any preceding section of this Article apply to or be construed as applying to the following described streets or parts of streets in and about the vicinity of the Centre Market; that is to say:

Beginning on the south building line of Baltimore Street; south building line of Baltimore street to the west side of Market Place; west side of Market Place to south side of Pratt street; south side of Pratt street to the east side of West Falls avenue; east side of West Falls avenue to Baltimore street, thence to the place of beginning.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 2, 1929.

WM. F. BROENING, *Mayor.*

No. 687.

An ordinance granting permission to Clarence Yeager to erect a sun-parlor on the south side of the building on his premises 3206 Harford Road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Clarence Yaeger to erect a sun-parlor 7 ft. 8 in. wide by 11 ft. long on the south side of the building on his premises 3206 Harford Road; the said

structure to be of concrete block stuccoed, to be within 2 ft. of the south building line and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 15, 1929.

WM. F. BROENING, *Mayor.*

No. 688.

An ordinance granting permission to the State of Maryland to construct a subway or tunnel under the bed of and across Lombard Street to connect the University Hospital Building, situated at the southwest corner of Lombard and Greene Streets, with the Dental Clinic Building to be constructed on the northwest corner of Lombard and Greene Streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission and authority be and the same is hereby granted to the State of Maryland, its successors and assigns, to build, construct, erect and maintain at its own cost and expense for a period not exceeding twenty-five years, a subway or tunnel under the bed of and across Lombard Street, to connect the building now occupied by the University Hospital and known as the University Hospital Building, situated at the southwest corner of Lombard and Greene Streets, with a building to be constructed on the northwest corner of Lombard and Greene Streets, upon the following terms and conditions:

The said subway or tunnel, located about one hundred and sixty-eight (168) feet to one hundred and seventy-five (175) feet west of Greene Street, shall connect the sub-basement of the building known as the University Hospital Building, located at the southwest corner of Lombard and Greene Streets, with the sub-basement of the building to be constructed on the northwest corner of Lombard and Greene Streets, to be known as the Dental Clinic; said subway or tunnel to be constructed of re-enforced concrete and to be approximately sixty-six (66) feet long, four (4) feet wide and seven (7) feet high, inside measurements; the top of said tunnel shall be not less than eleven (11) feet below the center of the surface of said street; no combustible or inflamable material to be used in the construction of the same, and said subway or tunnel shall be constructed under the supervision, and to the satisfaction of the Bureau of Highways, and shall be at all times hereafter subject to regulation and control by the said Bureau.

Section 2. *And be it further ordained,* That the Mayor and City Council of Baltimore City hereby expressly reserves the right and power at all times to exercise at all times, in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with this grant, and not inconsistent with the terms thereof.

Section 3. *And be it further ordained,* That said subway or tunnel shall be completed within six months from the passage of this ordinance.

Section 4. *And be it further ordained,* That the said grantee, its successors and assigns,

shall maintain the said subway or tunnel in good condition throughout the full term of this grant.

SECTION 5. *And be it further ordained,* That the said grantee, its successors and assigns, shall pay to the City of Baltimore, as compensation for the subway or tunnel privilege hereby granted, the sum of Two Hundred and Seventy-seven Dollars and Twenty Cents ($277.20) per annum, during the continuance of said franchise.

SECTION 6. *And be it further ordained,* That non-compliance, at any time or times, with any of the terms or conditions of the grant hereby made, shall, at the option of the Mayor and City Council of Baltimore, operate as a forfeiture of the same, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 7. *And be it further ordained,* That the Mayor of Baltimore shall have the right, at any time or times, whenever in his judgment the public interests demand, to revoke any or all of the rights and privileges hereby granted, and upon the receipt of a notice in writing to that effect from the Mayor of Baltimore by the grantee hereunder, its successors or assigns, all such rights shall cease and determine; and the said grantee, its successors or assigns, in the event of any revocation or forfeiture of any of the rights and privileges by this ordinance granted, shall promptly remove the said subway or tunnel at its or their expense by refilling the same in a manner satisfactory to the said Bureau of Highways, and

reimburse the Mayor and City Council of Baltimore for the repaving of such portion of Lombard Street as may be made necessary by the removal or refilling of said subway or tunnel.

SECTION 8. *And be it further ordained,* That the said grantee, its successors or assigns, shall be liable for and shall indemnify and save harmless the Mayor and City Council of Baltimore against any and all suits, losses, costs, claims, damages or expenses to which said Mayor and City Council may, from time to time, be subjected, on account of, by reason of, or in anywise resulting from the presence, construction, use, maintenance, alteration, repair, location, relocation and/or removal of said subway or tunnel.

SECTION 9. *And be it further ordained,* That, before any construction work is started, the said grantee, its successors or assigns, shall submit plans for approval to the various City departments and bureaus, and arrange for the construction, reconstruction, alteration and/or relocation of any and all underground structures, at the expense of the grantee, and in a manner satisfactory to the various city departments and bureaus.

SECTION 10. *And be it further ordained,* That the said grantee, for and on behalf of itself, its successors and assigns, shall, promptly upon the passage of this ordinance, execute and deliver a bond to the Mayor and City Council of Baltimore in the penalty of Five Thousand Dollars ($5,000.00) conditioned for the faithful performance of all the terms, conditions and provisions of this ordinance, said bond and the

surety or sureties thereon to be approved by the City Solicitor and the Board of Estimates.

SECTION 11. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 22, 1929.

WM. F. BROENING, *Mayor.*

No. 689.

An ordinance to waive the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15, of the Baltimore City Code, 1927 edition), which prohibits the erection of a public garage within 300 feet of a church, in so far as said ordinance applies to the premises of Mrs. Hammond J. Dugan, in the rear of 520 N. Charles Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of 1924, (Art. 3, Sec. 41, Par. 15 of the Baltimore City Code, 1927 edition), which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the erection of a two-story four-car brick garage on the premises of Mrs. Hammond J. Dugan, in the rear of 520 N. Charles Street.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 24, 1929.

WM. F. BROENING, *Mayor.*

No. 690.

An ordinance to condemn, open and grade Parkgrove Avenue and Tivoly Avenue, 66 feet wide, from The Alameda to a point on Tivoly Avenue distant 1778.23 feet due north from the north side of Thirty-third Street in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the thirteenth day of December, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Parkgrove Avenue and Tivoly Avenue, 66 feet wide, from The Alameda to a point on Tivoly Avenue distant 1778.23 feet due north from the north side of Thirty-third Street, the land hereby directed to be condemned for said Parkgrove Avenue and Tivoly Avenue being described as follows:

Beginning for the same at a point on the east side of The Alameda, 120 feet wide, at the distance of 1130.08 feet northerly from the point formed by the intersection of the north side of Thirty-third Street, as now laid out, and the east side of The Alameda; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 5838.00 feet and North 12436.52 feet; and running thence North 59°-03′-08″ East 982.93 feet to intersect the east side of Tivoly Avenue, 40 feet wide; thence due East 13 feet to intersect the east side of said Tivoly Avenue, 66 feet wide; thence binding on the east side of said Tivoly Avenue, 66 feet wide, due North 142.67 feet to intersect the southern outline of the land owned by the Mayor and City Council of Baltimore (Montebello Filtration Plant); thence binding on said outline and continuing the same

course in all due west 66 feet to intersect a line drawn parallel with and distant 66 feet westerly measured at right angles from the third line of this description; thence reversing said line so drawn and binding thereon due South 40.85 feet; thence by a line curving to the right with a 100 foot radius the distance of 103.07 feet, which arc is subtended by a chord bearing South 29°-31′-34″ West 98.56 feet to intersect a line drawn parallel with and distant 66 feet northwesterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon South 59°-03′-08″ West 864.50 feet to intersect the east side of The Alameda; and thence binding on the east side of The Alameda due south 76.96 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the thirteenth day of December in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Parkgrove Avenue and Tivoly Avenue and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assem-

bly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto, and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved April 27, 1929.

WM. F. BROENING, *Mayor.*

No. 691.

An ordinance to condemn, open and grade a 10-foot alley, 0.55 feet northwest of Forest Park Avenue, from Springdale Avenue northeasterly 192.5 feet to a 15-foot alley in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the thirteenth day of December, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade a 10-foot alley, 0.55 feet northwest of Forest Park Avenue, from Springdale Avenue northeasterly 192.5 feet to a 15-foot alley, the land hereby directed to be condemned for said 10-foot alley being described as follows:

Beginning for the same at a point on the northeast side of Springdale Avenue, 50 feet wide, at the distance of 0.55 feet northwesterly from the point formed by the intersection of the northwest side of Forest Park Avenue, 50 feet

wide, and the northeast side of said Springdale Avenue; and running thence binding on the northeast side of said Springdale Avenue northwesterly 10 feet to intersect the division line between the land now owned by the Mayor and City Council of Baltimore and the land now or formerly owned by Marion K. Riley; thence binding on said division line northeasterly 192.5 feet to intersect the southwest side of a 15-foot alley there situate; thence binding on the southwest side of said 15-foot alley southeasterly 10 feet to intersect a line drawn parallel with and distant 10 feet southeasterly measured at right angles from the second-line of this description; and thence reversing said line so drawn and binding thereon southwesterly 192.5 feet to the place of beginning. The said alley as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the thirteenth day of December in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said 10-foot alley, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said Gen-

eral Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved April 27, 1929.

WM. F. BROENING, *Mayor.*

No. 692.

An ordinance authorizing the comptroller to sell all that lot of ground situate on the south side of Barre Street, at a distance of 78 feet west of Sharp Street; thence westerly 25 feet, with a depth of 92 feet, in accordance with Section 13 of the City Charter, said property being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Comptroller be and he is hereby authorized to sell, in accordance with Section 13 of the City Charter, all that lot of ground situate in the City of Baltimore, and described as follows:

Beginning for the same on the line of the south side of Barre Street, at the distance of 78 feet westwardly from the corner formed by the intersection of the south side of Barre Street, and the west side of Sharp Street; and running thence westwardly binding on Barre Street, 25 feet; thence southwardly parallel with Sharp Street 92 feet; thence eastwardly parallel with Barre Street, 25 feet, and northwardly by a straight line, 92 feet to the place of beginning. Said property being no longer needed for public use.

Being known as No. 207-209 Barre Street

(formerly occupied by No. 2 Fire Engine House).

Being subject to an annual ground rent of Sixty-Two Dollars and Fifty Cents ($62.50).

The mention of streets, avenues, lanes and alleys in the above description, are intended for the purpose of description only, and the rights of the Mayor and City Council of Baltimore are to be specially reserved in the same.

SECTION 2. *Be it further ordained,* That upon such sale being made the Mayor and Commissioners of Finance are authorized to execute a proper deed to the purchaser, to be approved by the City Solicitor.

Approved April 27, 1929.

WM. F. BROENING, *Mayor.*

No. 693.

An ordinance to condemn, open, widen and grade Cold Spring Lane, from its present width varying from about 25 feet to 40 feet to a width of 50 feet, from the northeast side of Falls Road to the southwest side of Roland Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the sixteenth day of January, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Cold Spring Lane, from its present width varying from about 25 feet to 40 feet to a width of 50 feet, from the northeast side of Falls Road to the southwest side of

Roland Avenue, the land hereby directed to be condemned for said Cold Spring Lane being described as follows:

Beginning for the same at a point on the northeast side of Falls Road, 60 feet wide, at the distance of 17 feet more or less northwesterly from the point formed by the intersection of the northeast side of said Falls Road and the north curb line of Cold Spring Lane; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 6918.96 feet and North 16673.02 feet; and running thence North 87°-31′-04″ East 264.05 feet; thence by a line curving to the right with a 209.03 foot radius the distance of 86.41 feet which arc is subtended by a chord bearing South 80°-38′-23″ East 85.79 feet; thence South 68°-47′-50″ East 47.44 feet; thence by a line curving to the left with a 369.83 foot radius the distance of 298.53 feet; which arc is subtended by a chord bearing North 88°-04′-40″ East 290.49 feet; thence North 64°-57′-10″ East 400.56 feet; thence by a line curving to the left with a 733.83 foot radius the distance of 182.97 feet, which arc is subtended by a chord bearing North 57°-48′-35″ East 182.50 feet; thence by a line curving to the right with a 683.90 foot radius the distance of 106.76 feet, which arc is subtended by a chord bearing North 55°-08′-20″ East 106.66 feet to intersect the southwest side of Roland Avenue, 120 feet wide; thence binding on the southwest side of said Roland Avenue South 08°-15′-42″ East 54.33 feet to intersect a line drawn parallel with and distant 50 feet southeasterly measured at right angles from the seventh line of this description; thence reversing said line so drawn and binding thereon and along lines

drawn parallel with and distant 50 feet southeasterly measured at right angles from the sixth and fifth lines, respectively, of this description, and along lines drawn parallel with and distant 50 feet southerly measured at right angles from the fourth, third, second and first lines, respectively, of this description, the seven following courses and distances, namely: by a line curving to the left with a 633.90 foot radius the distance of 78.49 feet, which arc is subtended by a chord bearing South 54°-12′-50″ West 78.44 feet, by a line curving to the right with a 783.83 foot radius the distance of 195.44 feet which arc is subtended by a chord bearing South 57°-48′-35″ West 194.94 feet, South 64°-57′-10″ West 400.56 feet, by a line curving to the right with a 419.83 foot radius the distance of 338.89 feet, which arc is subtended by a chord bearing South 88°-04′-40″ West 329.77 feet, North 68°-47′-50″ West 47.44 feet, by a line curving to the left with a 159.03 foot radius the distance of 65.74 feet, which arc is subtended by a chord bearing North 80°-38′-23″ West 65.27 feet, and South 87°-31′-04″ West 254.21 feet to intersect the northeast side of said Falls Road; and thence binding on the northeast side of said Falls Road North 13°-37′-30″ West 50.96 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission, the said Lane as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on Sixteenth day of January in the year 1929 and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Cold Spring Lane, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved April 27, 1929.

WM. F. BROENING, *Mayor.*

No. 694.

An ordinance to repeal Ordinance No. 458, approved July 28, 1925, entitled "An ordinance to condemn, open, widen and grade Glen Avenue, from the northeast side of Reisterstown Road to the southwest side of Park Heights Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 14th day of April, 1925, and now on file in said Office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 458, approved July 28, 1925, entitled "An ordinance to condemn, open, widen and grade Glen Avenue, from the northeast side of Reisterstown

Road to the southwest side of Park Heights Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 14th day of April, 1925, and now on file in said Office,'' be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 27, 1929.

WM. F. BROENING, *Mayor.*

No. 695.

An ordinance to change the name of Grimsby Street, running north and south from Eastern Avenue, the new name of said Grimsby Street to be Gunter Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Grimsby Street, running north and south from Eastern Avenue, be and it is hereby changed and that said Grimsby Street shall hereafter be known as Gunter Street.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 27, 1929.

WM. F. BROENING, *Mayor.*

No. 696.

An ordinance to repeal Ordinance No. 451, approved July 18, 1925, entitled "An ordinance authorizing the Board of Estimates to grant and convey upon such terms and conditions as the said Board of Estimates may deem best, to the United States of America, a right-of-way over the property now owned by the Mayor and City Council of Baltimore, situate in Baltimore County, said right-of-way being now occupied by the United States of America for the use of the Edgewood Electric Transmission Line."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 451, approved July 18, 1925, entitled "An Ordinance authorizing the Board of Estimates to grant and convey upon such terms and conditions as the said Board of Estimates may deem best, to the United States of America, a right-of-way over the property now owned by the Mayor and City Council of Baltimore, situate in Baltimore County; said right-of-way being now occupied by the United States of America for the use of the Edgewood Electric Transmission Line," be and the same is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 27, 1929.

WM. F. BROENING, *Mayor.*

No. 697.

An ordinance to waive the provisions of Ordinance No. 243 of 1924, which prohibits the sale of gasoline within 300 feet of a theatre or motion picture theatre, in so far as said ordinance applies to the premises of Central Parking Company, Inc., on Pierce Street, west of State Street, and in the rear of 307-9-11 W. Franklin Street, Baltimore, Maryland.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of 1924, which prohibits the sale of gasoline within three hundred feet of a theatre or motion picture theatre, be and they are hereby waived in so far as said provisions apply to the premises of Central Parking Company, Inc., on Pierce Street, west of State Street, and in the rear of 307-9-11 W. Franklin Street, Baltimore, Maryland; provided, however, that any tanks and pumps which may be installed on said premises shall be installed after approval by the Board of Estimates, in accordance with the provisions of Ordinances No. 534, approved December 24, 1925, and 644, approved May 3, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 27, 1929.

WM. F. BROENING, *Mayor.*

No. 698.

An ordinance to change the name of that portion of Woburn Street, beginning at the south side of Eastern Avenue and running thence south to the waterfront, the new name of said portion of Woburn Street to be Pemco Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of that portion of Woburn Street, beginning at the south side of Eastern Avenue and running thence south to the water front, be and it is hereby changed, and that said portion of Woburn Street shall hereafter be known as Pemco Avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 27, 1929.

WM. F. BROENING, *Mayor.*

No. 699.

An ordinance granting permission to Henry Pfaff to erect a metal garage in the rear of his premises, 505 N. Curley Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Henry Pfaff to erect a metal garage 10 ft. wide and 14 ft. long in the rear of his premises 505 N. Curley Street; the said garage to be within 2 ft. of a frame overhang, provided the said overhang is fireproofed, and there are no openings in the

rear or sides of garage, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 27, 1929.

WM. F. BROENING, *Mayor.*

No. 700.

An ordinance granting permission to Mrs. E. Appell to erect a metal garage in the rear of her premises, 523 N. Lakewood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Mrs. E. Appell to erect a metal garage 10 ft. wide and 16 ft. long in the rear of her premises 523 N. Lakewood Avenue; the said garage to be within 2 ft. of a frame overhang; provided the said overhang is fireproofed, and there are no openings in the rear or sides of garage, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 27, 1929.

WM. F. BROENING, *Mayor.*

No. 701.

An ordinance granting permission to Mrs. A. Stecher to erect a metal garage in the rear of her premises, 517 N. Curley Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Mrs. A. Stecher to erect a metal garage 10 ft. wide and 14 ft. long in the rear of her premises 517 N. Curley Street; the said garage to be within 2 ft. of a frame overhang, provided said overhang is fireproofed, and there are no openings in the rear or sides of garage, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 27, 1929.

WM. F. BROENING, *Mayor.*

No. 702.

An ordinance to change the name of Hilliard Road, running southerly from the 2700 block Liberty Heights Avenue to its southernmost end, the new name of said Hilliard Road to be Burleith Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Hilliard Road running southerly from the 2700 block Liberty Heights Avenue, to its southern-

most end, be and it is hereby changed, and that said Hilliard Road shall hereafter be known as Burleith Avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 27, 1929.

WM. F. BROENING, *Mayor.*

No. 703.

An ordinance granting permission to Paul B. Wolf to erect a frame garage on his premises, 2411 Everton Road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Paul B. Wolf to erect a frame garage 18 ft. wide and 18 ft. long on his premises 2411 Everton Road; the said garage to be within 2 ft. of the west party line and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 27, 1929.

WM. F. BROENING, *Mayor.*

No. 704.

An ordinance to condemn, open, widen and grade Ford's Lane and Wirt Avenue varying in width from 50 feet to 100 feet, from the northeast side of Park Heights Avenue to the southeast side of Bancroft Road, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the thirteenth day of December, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Ford's Lane and Wirt Avenue, varying in width from 50 feet to 100 feet from the northeast side of Park Heights Avenue to the southeast side of Bancroft Road, the land hereby directed to be condemned for said Ford's Lane and Wirt Avenue being described as follows:

Beginning for the same at a point on the northeast side of Park Heights Avenue, as now laid out, at the distance of 750 feet more or less northwesterly from the point formed by the intersection of the northwest side of Carroll Road and the northeast side of said Park Heights Avenue; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 22863.63 feet and North 22828.51 feet; and running thence North 32°-21′-12″ East 873.33 feet; thence by a line curving to the right with a 31 foot radius the distance of 67.50 feet, which arc is subtended by a chord bearing South 85°-16′-18″ East 54.93 feet; thence North 67°-06′-12″ East 50 feet; thence by a line curving to the right with a 230-foot radius the distance of 186.66 feet, which arc is subtended by a chord bearing North 00°-21′-12″ East 181.58 feet; thence northeasterly

by a line curving to the right 253 feet more or less to intersect the southeast side of Bancroft Road, 60 feet wide; thence binding on the southeast side of said Bancroft Road southwesterly by a line curving to the right 296 feet more or less; thence easterly by a line curving to the right 59 feet more or less to a point, the co-ordinates of which, based upon the system established by the City of Baltimore Topographical Survey Commission, are West 22361.85 feet and North 23770.15 feet; thence by a line curving to the right with a 917-foot radius the distance of 192.06 feet, which arc is subtended by a chord bearing South 26°-21′-12″ West 191.71 feet to intersect a line drawn parallel with and distant 60 feet northwesterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon South 32°-21′-12″ West 870.41 feet to intersect the northeast side of said Park Heights Avenue; and thence binding on the northeast side of said Park Heights Avenue South 54°-51′-52″ East 60.07 feet to the place of beginning.

The courses in the above description are all refered to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Lane as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on thirteenth day of December in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condem-

nation and opening of said Ford's Lane and Wirt Avenue and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

State of Maryland,
City of Baltimore, ss:

By reason of the Mayor's failure to act thereon within the time limit as prescribed in Section 23 of the Baltimore City Charter, this ordinance became an ordinance of the Mayor and City Council of Baltimore on April 30th, 1929.

WALTER E. BEUCHELT,
Assistant Secretary.

No. 705.

An ordinance ratifying and approving an agreement between the Board of Estimates of Baltimore City and The United Railways and Electric Company of Baltimore, for and as to the relocation of its tracks on a new street to be known as Cornwall Street, as proposed to be opened and improved by the City, in lieu of its perpetual rights as now enjoyed on private rights-of-way on both Cornwall Street, as proposed to be opened and improved by the City, and on Twelfth Avenue, and to authorize and empower the Railways Company to exercise similar substituted rights and franchises on the west and southwest side of Cornwall Street, as proposed to be opened and improved by the City from a point where Cornwall Street crosses the Sparrows Point

Branch of The Pennsylvania Railroad and extending thence along Cornwall Street in a southerly direction crossing an arm of Colgate Creek and continuing thence in a southeasterly direction to the existing bridge of the Railways Company over Colgate Creek; with connections to be made with its tracks as proposed to be constructed upon private right-of-way intersecting the proposed Cornwall Street immediately south of the right-of-way of The Pennsylvania Railroad, and also with the existing tracks of the Railways Company on its bridge over Colgate Creek, and in pursuance of said agreement to approve and ratify the surrender by the Railways Company of its existing rights on Cornwall Street as proposed to be opened by the City, upon the portion of Cornwall Street hereinafter mentioned and on Twelfth Avenue.

Whereas, Under the authority of Chapter 231 of the Acts of the General Assembly of 1924, known as Section 9-A of Article 4 of the Code of Public Local Laws of Maryland, title "City of Baltimore," the City through the Board of Estimates, has agreed with The United Railways and Electric Company of Baltimore, for and as to the relocation of its tracks on a certain stretch of Cornwall Street as proposed to be opened and improved by the City, in lieu of its perpetual rights as now enjoyed on private rights-of-way on Cornwall Street, as proposed to be opened and improved by the City, and on Twelfth Avenue.

Whereas, The City is about to open and improve a new street, to be known as Cornwall Street, from Holabird Avenue (formerly Fifth Avenue), extending in a southerly direction crossing the Sparrows Point Branch of the Pennsylvania Railroad and across an arm of Colgate Creek, and continuing in a southeasterly direction to the existing bridge of the Railways Company over Colgate Creek, and the Railways Company is entitled to substituted rights-of-way and franchises so that its tracks may be relocated on Cornwall Street in pursu ance of said agreement.

And Whereas, Said agreement between the Board of Estimates and the Railways Company has been entered into in pursuance of an agreement between the Board of Estimates and Western Electric Company, Incorporated, whereby Western Electric Company, Incorporated, deeded to the City a strip of land eighty feet (80′) wide subject to a perpetual easement granted to The United Railways and Electric Company of Baltimore, extending from near the south side of the right-of-way of the Sparrows Point Branch of the Pennsylvania Railroad southerly across an arm of Colgate Creek and thence southeasterly to the existing bridge of the Railways Company across Colgate Creek, which said strip of land eighty feet (80′) wide will constitute the bed of Cornwall Street as proposed to be opened and improved by the City, between the points mentioned.

Section 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the agreement between the Board of Estimates and The United Railways and Electric Company of Baltimore above referred to be and the same is hereby ratified and approved.

Section 2. *And be it further ordained,* That The United Railways and Electric Company of Baltimore, its successors and assigns, be and it is hereby authorized and empowered to lay down, construct, maintain and operate double track electric railway, of center pole open "T" rail construction, and with all necessary equipment, including poles, wires and other overhead construction, together with such branch-offs and turnouts on the west and southwest sides of Cornwall Street into the property of Western

Electric Company, Incorporated, its successors and assigns, as may be required from time to time to permit proper service to the plant of Western Electric Company, Incorporated, its successors and assigns, and to operate and maintain an electric railway thereon upon the west and southwest sides of Cornwall Street as proposed to be opened and improved by the City from a point where Cornwall Street crosses the Sparrows Point Branch of the Pennsylvania Railroad and extending thence along Cornwall Street in a southerly direction crossing an arm of Colgate Creek and continuing thence in a southeasterly direction to the existing bridge of the Railways Company over Colgate Creek; with connections to be made with its tracks as proposed to be constructed upon private right-of-way intersecting the proposed Cornwall Street immediately south of the right-of-way of the Pennsylvania Railroad, and also with the existing tracks of the Railways Company on its bridge over Colgate Creek, with the right to run on the aforesaid tracks, cars to be propelled by electricity supplied by overhead wires or by the storage system, or by any improved system which may be approved by the City.

The rights and franchises hereby granted to said Railways Company are in lieu and in substitution for its existing rights on perpetual private rights-of-way on Cornwall Street as proposed to be opened and improved by the City, and on Twelfth Avenue from Fifteenth Street to the existing bridge of the Railways Company over Colgate Creek, which said existing rights are hereby surrendered.

Section 3. *And be it further ordained,* That said railway tracks shall be built under the

supervision and subject to the approval of the Highways Engineer and, for the initial construction, said railway shall be of center-pole, open T-rail construction upon the west and southwest side of Cornwall Street, as proposed to be opened and improved by the City; and necessary renewals thereof from time to time shall be of such type of rail as the Highways Engineer shall approve, and of a similar gauge to tracks now in use in said City, and to be so constructed and laid down as not to obstruct or impede the free flow of water across said streets or down the gutters thereof and so as not to interfere with or encroach upon the sidewalks as laid down and existing upon and along said street.

SECTION 4. *And be it further ordained,* That the said Railways Company, its successors and assigns, shall, at its own expense, in laying down or in relaying down, from time to time, said railway tracks on Cornwall Street as proposed to be opened and improved by the City, adjust the said tracks to the grades of said street as the same are now or may be hereafter established by law; and shall, at its own expense, keep the spaces between the said tracks and extending for two feet on either side thereof in thorough repair, and shall, at its own expense, keep the same free from snow or other obstructions, but without obstructing the other portions of said road bed; the provisions of Ordinance No. 9 of 1897 are not to be read into or treated as part of or in any way affecting this agreement.

SECTION 5. *And be it further ordained,* That nothing in this Ordinance shall be taken or

construed to authorize the construction of any branch-offs or turn-outs from said tracks onto or across any portion of said Cornwall Street carrying ordinary vehicular traffic.

SECTION 6. *And be it further ordained,* That the Mayor and City Council of Baltimore hereby expressly reserves the right and duty at all times to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the substituted rights-of-way or franchises hereby made and not inconsistent with the terms hereof.

SECTION 7. *And be it further ordained,* That the construction of the railway tracks upon the west and southwest side of Cornwall Street as proposed to be opened and improved by the City, pursuant to the authority hereby conferred, will constitute an acceptance by the Railways Company of all the terms, conditions and provisions of this ordinance.

SECTION 8. *And be it further ordained,* That the rights-of-way and franchises herein described shall have the same duration and the same freedom from Park Tax as the rights-of-way and franchises so surrendered have, and no more.

Approved May 2, 1929.

WM. F. BROENING, *Mayor.*

No. 706.

An ordinance to waive the provisions of Ordinance No. 243 of 1924 (Article 3, Section 41, Paragraph 15, of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within 300 feet of a school in so far as said ordinance applies to the premises of George M. Zapf at 400 to 406 Lewis Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of 1924 (Article 3, Section 41, Paragraph 15 of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within 300 feet of a school be and they are hereby waived in so far as said provisions apply to the erection of a one-story brick garage containing eight individual garages on the premises of George M. Zapf, 400 to 406 Lewis Street.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 3, 1929.

WM. F. BROENING, *Mayor.*

No. 707.

An ordinance granting permission to John O'Connor to erect a two-story brick building in the rear of his premises 4801 Eastern Avenue, for use as an apartment and stores.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to John O'Con-

nor to erect a two-story brick building in the rear of his premises 4801 Eastern Avenue; the first story of said building to be used for 3 separate stores and the second story to be used as an apartment; the said building to be 18 ft. wide and 45 ft. long and, together with the present building, to occupy the entire area of the lot and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 10, 1929.

WM. F. BROENING, *Mayor.*

No. 708.

An ordinance granting permission to Harry E. Gilbert to erect a modern three-story brick and concrete building, for use as an automobile showroom, sales and service, on the premises at the northeast corner of Charles and Twenty-fourth streets.

WHEREAS, Ordinance No. 243 of 1924 (Article 3, Section 41, Paragraph 15, of the Baltimore City Code, 1927 edition), prohibits the erection of a building to be used as an automobile repair shop, within three hundred feet of a school, therefore:

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Harry E.

Gilbert to erect a modern three-story brick and concrete building on the lot located at the northeast corner of Charles and Twenty-fourth Streets, the said building to be used as an automobile showroom, offices, sales and service, and to be erected under the supervision of the Bureau of Buildings of Baltimore City, and in accordance with the building laws of said City.

Provided, however, that no gasoline or oils shall be sold on said premises and shall be used only in such quantities as may be necessary for servicing and reservicing motor vehicles.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 10, 1929.

WM. F. BROENING, *Mayor.*

No. 709.

An ordinance to amend Sheet No. 1 of the Area District Maps accompanying Ordinance No. 922, approved May 19, 1923, known as the Zoning Ordinance, by changing from the E Area District to the D Area District the property lying approximately 800′ north of Thirty-sixth street, west of Ednor road as proposed to be extended, southwest of The Alameda as proposed to be extended, southeast of Pen Lucy avenue, and east of Ellerslie avenue, as outlined in red on the plat accompanying this ordinance and which is made a part hereof.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Sheet No. 1 of the Area District Maps accompanying Ordinance No. 922, approved May 19, 1923, known as the Zoning Ordinance, be and the same is

hereby amended by changing from the E Area District to the D Area District the property lying approximately 800′ north of Thirty-sixth Street, west of Ednor Road as proposed to be extended, southwest of the Alameda as proposed to be extended, southeast of Pen Lucy Avenue, and east of Ellerslie Avenue, as outlined in red on the plat accompanying this ordinance and made a part of this ordinance.

SECTION 2. *And be it further ordained,* That upon the passage of this ordinance by the City Council as evidence of the authenticity of the plat which is a part hereof, the said plat shall be signed by the President of the City Council and upon approval of the ordinance by the Mayor, said plat shall be signed by the Mayor of the City of Baltimore.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 13, 1929.

WM. F. BROENING, *Mayor.*

No. 710.

An ordinance to waive the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15 of the Baltimore City Code, 1927 Edition), which prohibits the sale of gasoline within 300 feet of a church, in so far as said ordinance applies to the premises of Albert S. and Richard N. Hammond, 1311-15 N. Fremont avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions

of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15 of the Baltimore City Code, 1927 Edition), which prohibits the sale of gasoline within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of Albert S. and Richard N. Hammond, 1311-15 N. Fremont Avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 15, 1929.

WM. F. BROENING, *Mayor.*

No. 711.

An ordinance to amend Sheet No. 1 of the Area District Maps accompanying Ordinance No. 922, approved May 19, 1923, known as the Zoning Ordinance, by changing from the "C" Area District to the "E" Area District all of the property abutting on both sides of Pimlico road, from Belvedere avenue to the Northern City Limits.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Sheet No. 1 of the Area District Maps accompanying Ordinance No. 922, approved May 19, 1923, known as the Zoning Ordinance, be and it is hereby amended by changing from the "C" Area District to the "E" Area District all of the property which abuts on both sides of Pimlico Road, from Belvidere Avenue to the Northern City Limits.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 20, 1929.

WM. F. BROENING, *Mayor.*

No. 712.

An ordinance authorizing the Board of Estimates to grant and convey, upon such terms and conditions as the said Board of Estimates may deem best, to the United States of America, a right-of-way over the property now owned by the Mayor and City Council of Baltimore, situate in Baltimore County and Harford County; said right-of-way being now occupied by the United States of America for the use of the Edgewood Electric Transmission Line.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Board of Estimates be, and they are hereby authorized to grant and convey, under such terms and conditions as the said Board of Estimates may deem best, to the United States of America, a right-of-way over the property now owned by the Mayor and City Council of Baltimore, situate in Baltimore County and Hartford County; said right-of-way being now occupied by the United States of America for the use of the Edgewood Electric Transmission Line and which is more particularly described as follows:

Beginning at a point, said point being in the northerly line of a fifty foot (50′) right-of-way, occupied by a Government-owned Transmission and Telephone Line, at its intersection with the dividing line between the lands of the City of Baltimore and Mary Hopkins, and bearing

South nineteen degrees sixteen minutes West (S. 19° 16′ W.), and distant one hundred eighty-three and seventy-three hundredths feet (183.73′) from an angle in said dividing line, and running thence:

(1) South nineteen degrees sixteen minutes West (S. 19° 16′ W.) along said dividing line a distance of fifty and twenty hundredths feet (50.20′) to a point in the southerly line of said right-of-way; thence:

Along said southerly right-of-way line parallel to and twenty feet (20′) distant from the centre line of the towers of the said transmission line, the following two (2) courses and distances:

(2) North seventy-five degrees fifty-three minutes West (N. 75° 53′ W.), a distance of two hundred fifty-three and six hundredths feet (253.06′) to a point opposite Tower No. 63;

(3) South eighty degrees fifty minutes thirty seconds West (S. 80° 50′ 30″ W.), crossing Little Gunpowder Falls, a distance of five hundred sixty-one and ninety-four hundredths feet (561.94′) to a point in the dividing line between the lands of Pattie G. Whitten and the said City of Baltimore, said point bearing North forty-eight degrees twenty-one minutes thirty seconds West (N. 48° 21′ 30″ W.), and distant one hundred eighteen and ninety-six hundredths feet (118.96′) from a stone marked "B" in said dividing line; thence:

Along said dividing line, the following two (2) courses and distances:

(4) North forty-eight degrees twenty-one minutes thirty seconds West (N. 48° 21′ 30″ W.), a distance of forty-nine and twenty-three

hundredths feet (49.23′) to a stone marked "A";

(5) North thirty-eight degrees seventeen minutes twenty seconds West (N. 38° 17′ 20″ W.), a distance of thirteen and sixty-five hundredths feet (13.65′) to a point in the aforesaid northerly right-of-way line, said point bearing South thirty-eight degrees seventeen minutes twenty seconds East (S. 38° 17′ 20″ E.), and distant two hundred eighty-five and fifty-four hundredths feet (285.54′) from a stone on the northerly side of the Philadelphia Road, and in the last mentioned dividing line; thence:

Along the said northerly right-of-way line, parallel to and thirty feet (30′) distant from the said center line of towers of transmission line, the following two (2) courses and distances:

(6) North eighty degrees fifty minutes thirty seconds East (N. 80° 50′ 30″ E.), crossing the aforementioned Little Gunpowder Falls, a distance of six hundred ten and nine hundredths feet (610.09′) to a point opposite said Tower No. 63;

(7) South seventy-five degrees fifty-three minutes East (S. 75° 53′ E.), a distance of two hundred sixty-seven and eighty-eight hundredths feet (267.88′) to the point of beginning.

Containing in all an area of nine hundred seventy-three thousandths acres (0.973 A.), more or less, all as shown on Map No. 6297-647 entitled: "Edgewood Arsenal, Md., Property Survey of Transmission Line Right-of-Way," dated September 8, 1925, filed in the Office of The Quartermaster General, Washington, D. C.

Section 2. *And be it further ordained,* That no Deed or Deeds shall pass in accordance with

the above section until the same shall have been approved in writing by the City Solicitor.

Approved May 20, 1929.

WM. F. BROENING, *Mayor.*

No. 713.

An ordinance authorizing the Board of Estimates to sell so much of the property as is no longer needed for public use which was acquired in fee simple by the Mayor and City Council of Baltimore for the Baltimore Aqueduct extending along the Falls Road from the Lake Roland Reservoir to the Hampden Reservoir, and to extinguish the easement or right-of-way in so much of said property as may be no longer needed for public use wherein the Mayor and City Council of Baltimore acquired merely an easement or right-of-way for said aqueduct.

WHEREAS, pursuant to the provisions of Ordinance No. 53, approved July 11th, 1857, the Mayor and City Council of Baltimore purchased and acquired certain land and certain easements and rights-of-way in land for an aqueduct for the introduction of water into the City of Baltimore extending along the Falls Road from the Lake Roland Reservoir to the Hampden Reservoir; and

WHEREAS, portions of said land are no longer needed for public use; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Board of Estimates be and it is hereby authorized to sell so much of said land no longer needed for public use as was acquired in fee simple by the Mayor and City Council of Baltimore for the Baltimore Aqueduct along the Falls Road from

the Lake Roland Reservoir to the Hampden Reservoir, and that the Board of Estimates be and it is hereby authorized to extinguish the easements or rights-of-way in so much of said land as is no longer needed for public use wherein the Mayor and City Council of Baltimore acquired merely easements or rights-of-way for said Aqueduct.

SECTION 2. *And be it further ordained,* That whenever, pursuant to the provisions of the preceding paragraph of this ordinance, the Board of Estimates shall direct the sale of any of said land acquired in fee simple as aforesaid, or shall direct the extinguishment of the easement or right-of-way in any of said land wherein merely an easement or right-of-way was acquired as aforesaid, the deed conveying said land or the release extinguishing said easement or right-of-way, as the case may be, shall be executed by the Mayor of Baltimore City and shall provide that from and after the date of said deed or release the Mayor and City Council of Baltimore shall be freed, released and discharged from any liability whatsoever by reason of the breaking or leaking of said Aqueduct so far as the property affected by said deed or release is concerned; and no deed or release shall be valid or effective unless it shall contain such a provision and unless it shall be first approved in writing by the City Solicitor.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 20, 1929.

WM. F. BROENING, *Mayor.*

No. 714.

An ordinance granting permission to Chas. J. Gaff to enlarge the present frame garage on his premises 805 Cedarcroft Road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Chas. J. Gaff to enlarge the present frame garage on his premises 805 Cedarcroft Road; the said garage as enlarged to be 20 ft. wide and 20 ft. long, to be of the same construction as the present garage, to be within 5 ft. of the party line on the east side and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 23, 1929.

WM. F. BROENING, *Mayor.*

No. 715.

An ordinance to condemn and close Fir Lane, 13.17 feet wide, from the east side of Greenmount Avenue to the west side of an alley, 20 feet wide, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the fifth day of February, 1929, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and

close Fir Lane, 13.17 feet wide, from the east side of Greenmount Avenue to the west side of an alley, 20 feet wide, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the east of Greenmount Avenue, 66 feet wide, and the south side of Fir Lane, 13.17 feet wide, said point of beginning being distant 25.59 feet northerly from the point formed by the intersection of the east side of said Greenmount Avenue and the north side of Wyanoke Avenue, 40 feet wide, as condemned and opened under Ordinance No. 148, approved April 16, 1924; and running thence binding on the south side of said Fir Lane North 88°-45′-56″ East 236.50 feet to intersect the west side of an alley, 20 feet wide; thence binding on the west side of said alley North 00°-35′-28″ East 13.18 feet to intersect a line drawn parallel with and distant 13.17 feet northerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon South 88°-45′-56″ West 236.74 feet to intersect the east side of said Greenmount Avenue; and thence binding on the east side of said Greenmount Avenue South 00°-27′-55″ East 13.17 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Lane as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the fifth day of February in the year 1929, and is now on file in the said office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Fir Lane, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 23, 1929.

WM. F. BROENING, *Mayor.*

No. 716.

An ordinance to repeal Ordinance 636, approved January 22, 1929, entitled "An ordinance to waive the provision of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15 of the Baltimore City Code, 1927 edition), which prohibits the erection of a public garage within 300 feet of a church, in so far as said ordinance applies to the premises of Fredk. E. Schmeltz, 2621 Kirk Avenue."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 636, approved January 22, 1929, entitled "An ordinance to waive the provision of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15 of the Baltimore City Code, 1927 edition), which pro-

hibits the erection of a public garage within 300 feet of a church, in so far as said ordinance applies to the premises of Fredk. E. Schmeltz, 2621 Kirk Avenue,'' be and the same is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 23, 1929.

WM. F. BROENING, *Mayor.*

No. 717.

An ordinance to change the name of that portion of Vonderhorst Lane beginning at the south side of Sinclair Lane and running thence southeasterly to the northwest side of Belair Road the new name of said portion of Vonderhorst Lane to be Homestead Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of that portion of Vonderhorst Lane beginning at the south side of Sinclair Lane and running thence southeasterly to the northwest side of Belair Road, be and it is hereby changed and that said portion of Vonderhorst Lane shall hereafter be known as Homestead Street.

SECTION 2. *And be it further ordained,* That this ordinance shall become effective from the date of its passage.

Approved May 23, 1929.

WM. F. BROENING, *Mayor.*

No. 718.

An ordinance to waive the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15 of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within 300 feet of a church, in so far as said ordinance applies to the premises of Frances M. House, at the northwest corner of Montgomery and William streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of 1924 (Art. 3, Sec. 41, Par. 15 of the Baltimore City Code, 1927 Edition), which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of Frances M. House, at the northwest corner of Montgomery and William streets; provided, however, that no oil or gas shall be sold on said premises.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 23, 1929.

WM. F. BROENING, *Mayor.*

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